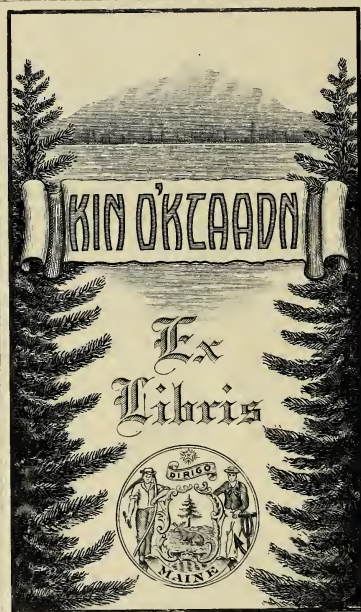


Historical Sketch of Stockton Springs

FAUSTINA HICHBORN



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HISTORICAL SKETCH[✓]

OF

STOCKTON SPRINGS



Written and Compiled by

FAUSTINA HICHBORN

Edited by

HERBERT C. LIBBY

ILLUSTRATED

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EDITORIAL NOTE

SOME three years ago I suggested to Miss Hichborn that she prepare for publication a series of articles which later should comprise a short history of Stockton Springs. This she undertook to do, and several chapters of the present Sketch, now however greatly enlarged upon and made more completely accurate, were printed in a county publication. Circumstances prevented the completion of the series at that time, and it was not until April of the present year that the matter was again taken up.

The Sketch which is now being distributed to subscribers is the result of Miss Hichborn's patient and painstaking endeavor. It seems to me, after carefully reviewing the contents of the book, that between its covers she has gathered all that is worth chronicling for permanent keeping, while the material of which the author has made use has been handled so excellently and the matter arranged so logically that the Sketch will prove as interesting as any novel and as valuable as all carefully written histories are.

To one unfamiliar with the work which is necessary for the successful production of even a small volume like this one, it would perhaps seem inconceivable that weeks and months should be required in gathering the facts which make the contents of value; yet, such is true. And I believe had Miss Hichborn's training been different—had she not been one of a family whose members took a just pride in the social progress and commercial up-building of the town,—her task would have been far more difficult of accomplishment and less satisfactory in results. The author has had opportunity of witnessing the decline as well as the sudden growth of her native town, and, being naturally a student of history and gifted with an aptitude for gathering and retaining facts, she has written a history whose valuable contents might otherwise have remained concealed in dusty-covered volumes.

This Sketch, I have little doubt, will be welcomed by the present and former residents of Stockton Springs; and its cordial reception will prove suitable reward to the one whose faithful work has brought it into being.

Waterville, Me., September 1, 1908.

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EARLY SETTLEMENTS

“**S**OME are born great, some achieve greatness, and some have greatness thrust upon them.”

Stockton, born to the great heritage of an unexcelled harbor, achieving an enviable position as a shipbuilding town in the hey-day of wooden sailing crafts, now apparently has future greatness thrust upon her by her selection as a terminus of the great Northern Maine Seaport Railroad.

Well may her inhabitants feel grateful to the astute promoters of that enterprise whose keen business foresight recognized the unusual possibilities of her location and harbor facilities. Railroad, piers, warehouses, lumber yards, etc., with the local stations and consequent conveniences, come as gratuitous blessings to the long waiting town. The story of her future awaits the pen of Time; we sketch her past and present.

Few can realize that less than two hundred years ago the “noble red man” of the Tarratine tribe (now a mere remnant, living as pensioners of the State, at Oldtown) plyed the paddle of his light canoe along the grand Penobscot, unvexed and undisturbed

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from source to mouth, making "a carrying ground" of the narrow neck of land between what is now called Lowder's brook and the mill pond, on their journeys to the territory farther west.

Settlements had been made in this section of the then almost unknown region; and to aid General Samuel Waldo in opening his vast land patent (including all territory contiguous to the great river flowing to the ocean,) to settlers, "Thomas Pownal Esq, Captain General, and Governor-in-Chief, in and over His Majesty's Province of Massachusetts Bay in New England, and vice Admiral of the same etc. By virtue of the Power and Authority, in and by His Majesty's Royal Commission vested in Me," sent a "posse" of a hundred and fifty persons, under General Waldo, escorted by a sloop-of-war, to erect a fort on the peninsular, called by the Indians, Wassaumkeag, at the mouth of river Penobscot, as named by the Indians.

In 1759 this "posse," comprising the first white settlers in the valley of the Penobscot, arrived and began throwing up

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earthworks and felling logs for fort and blockhouse. Those old embankments are still in a good state of preservation, at what is now known as Fort Point, showing the plan of defense to have been similar to the French fortress at Metz, prominent in the Franco-Prussian war.

Fort Pownal being finished—ditches, banks and block house being quickly completed by willing hands—General Waldo, accompanied by a picked few, proceeded up the river on an exploring expedition, and when at the Falls above Bangor, as now known, fell dead from apoplexy, his remains being interred near Fort Pownal, at Wassaumkeag, and subsequently carried to Boston.

The command of Fort Pownal was assigned to Col. Goldthwait, who remained in authority until the surrender to a British fleet during the Revolution, in 1778, when block houses and barracks were food for the devouring flames. From prices charged these first white inhabitants, in an old "Wast Book," kept at the store within the fort, now in the possession of the

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family of the late Hon. N. G. Hichborn, the charge of being extortionate in the extreme, has been made against Col. Goldthwait. The cost of living to those hardy settlers seems enormous as compared with modern necessities.

Some early historians claimed disloyalty as the cause of the giving up of Fort Pownal to the English, in the dark days of the British yoke of taxation and oppression. This assertion has been refuted—apparently proven absolutely false—by a descendant, Capt. Carter, U. S. A., of Washington, D. C., after much time spent in research, to remove the obloquy from the name of his great grandfather. History, written by a personal enemy, seldom deals fairly with a prominent man.

One daughter of the Goldthwait family, Mrs. Archibald, a widow, remained here in the Joseph P. Martin family until her death, the old "Wast Book" being in her possession and given to Mr. Martin by her. Recorded on its pages are the following names: Jedidiah Prebble, Joshua Treat, John Pierce, Isaac Clewly, John and

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Miles Staples, John Buck, Joshua Eustice, Ebenezer Booden, Thomas Fletcher, Jeremiah Thompson, Benjamin Shute, Daniel Goodale, Richard Cary, Joseph Barrett, Henry Black, Stephen Littlefield, Eldad Heath, Nathaniel Cussens, Wm. Eaton, John Avery, Nathan Pendleton, Nathan Lancaster, Jacob Clifford, John Odam, Alexander Clark, James Nichols, William Crawford, Thomas Cooper, John Mitchell, William Paterson, Daniel Lancaster, Oliver Crary, Andrew Gillman, Zetham French and Edward Smith.

These sturdy pioneers whose names appear upon the various pages of said old volume (dated "Penobscot New England, December 1st, 1772 to 1777") were the progenitors of the numerous families bearing these names in Waldo county and the State.

Under date of October 29, A. D. 1762, the "Heirs of General Samuel Waldo, in consideration of the sum of seven hundred and twenty pounds by us received of General Jedidiah Prebble, of Penobscot in the county of Lincoln—the receipt of which we hereby acknowledge.— By these Pres-

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ents have granted, bargained, sold, aliened, released and conveyed to said Jedidiah Prebble, his Heirs and Assigns, forever two thousand and seven hundred acres of land, in the Neck of Land whereon Fort Pownal stands; in case said Neck itself shall contain so many Acres; and if it shall fall short of said Number of Acres, the said defective Quantity to be laid out in the Land next adjoining to said Neck, in one square Body, in a place called Penobscot, in the county of Lincoln.’’

This is a good example of those indefinite boundaries given in old colonial deeds, which often occasioned long litigation in subsequent years.

Little if any trouble was experienced by these first white inhabitants in the Penobscot valley, from Indian treachery or cruelty, notwithstanding the rather hair-raising tales of scalping knives etc., told by some vividly imaginative writers. The Tarratines were less warlike than tribes in the western portion of Maine. Baron de Castine, “the lone and proud” Frenchman, who married “in Nature’s temple green”

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the daughter of Madocawando, Chief of the Tarratine tribe, once incited them to join the French against the English, during the great French and Indian war, 1754 to 1763.

At the outbreak of the American Revolution the then Chief—"The blue-eyed Orono"—walked to Boston to offer the services of his warriors to Gen. Washington, who, thanking him for his loyalty to the Continental Congress, declined to accept, on the ground that Indians ought not to be employed by either combatant—a decision worthy the "Father of his Country."

In 1775—the year pregnant with unrealized blessings for America—Eben Griffin brought his family from Stonington, Connecticut, to share the hardships of those striving to reduce the wilderness to civilization. An unbroken forest, tracked by wild beasts, with the wilder Indians upon their trails, presented an uninviting opportunity for home-making. Yet these pioneers were equal to the mighty task.

A son, Nathan Griffin, married in 1790, Elizabeth Treat, daughter of Lieut. Joshua Treat, an officer of the expedition sent by

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Gov. Pownal, and from their family of ten children, united with those of his brothers living near, have descended those perpetuating the Griffin name in various sections of the country from Maine to California.

Samuel Stowers came from Chelsea, Mass., in 1765, he being the ancestor of the honored sons and daughters bearing that name in this and other towns, from Maine to Florida.

In February 1787, Penobscot was incorporated as a town; and in June 1789 Frankfort became an independent township, embracing within its limits the present towns of Winterport, Frankfort, Prospect, Stockton Springs and a portion of Searsport. Over that large territory the families scattered from the Fort Pownal settlement, the tracts purchased, all beginning like the old deed to John Pierce, (recently seen) upon the river and running back, generally one hundred and twenty acres, with very indefinite outlines.

John Pierce purchased lot No. 9; Jonathan Lowder lots No. 11 and 12; William Crawford lot No. 13; Joshua Eustice lot

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No. 10; Benjamin Shute lot No. 14; and John Oliver, Henry Black, John Sweetser, John Odom, Sr., and John Odom, Jr., other tracts of land in that vicinity. Joshua Treat—the ancestor of all bearing that name in Waldo County, bought a lot there also.

When victory over the English caused a new star—the American Republic—to appear in the galaxy of Nations, the founders of the new government, inspired by ardent hopes and growing national pride of increase, sought broader fields of labor, many coming from Boston into the Penobscot region. Among these came Robert Hichborn, a former officer in the Continental army, whose commission bears date, “Nov. 25, 1776,” as recorded in the “Revolutionary War Archives of Massachusetts.” Being a large land holder in his native city, Boston, he in 1791, purchased the peninsular, now known as Cape Jellison, erected a large dwelling, built a line of packets to run back and forth to Boston, sending by them timber, fish and game to the city market.

In 1800 he died and was buried—the first to sleep there—in the cemetery lot he

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had donated to the growing community springing up around him.

Three of his sons, Paul Revere, Robert Jr., and William, remained permanently on acres belonging to the paternal holdings, when the mother returned with the other children to Boston. And from this family nearly all bearing the name of Hichborn, in Maine and Massachusetts, are descended. Only one other branch—cousins of this forefather—is known in America. Henry Hichborn, the youngest of the Robert Hichborn children returned from Boston in 1811 and marrying Desiah Griffin, reared his family near his father's former home.

In 1792 Robert Hichborn brought from Boston, Edward Kneeland, (to carry on his farm upon his great estate) and from that sturdy English progenitor has descended those bearing that name in Maine.

Later came the Dickey, Berry and Ellis families whose progeny have, with continual additions, populated the town now called Stockton Springs.

Clearings were made along the water

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frontage. Farms dotted the shore at lengthened intervals, for several miles from the parent settlement, at Fort Pownall; and, in 1794, the southern part of Frankfort was incorporated as the town of Prospect.

In 1805 James Rendell—spelled now, by various branches, Randell, Randall, and Rendall—came from Thomaston (the settlement established by Gen. Knox, on that portion of the great Waldo land grant, inherited by his wife, a grand-daughter of Gen. Samuel Waldo) the only convenience of travel being a bridle path, indicated by spotted trees. Soon his brother, William, joined him, both making homes on Cape Jellison, and rearing large families, from whom have descended all born to that name in Waldo County.

About the same time Job Small settled in the Cape neighborhood, he being the progenitor of all inheriting that family name, in this vicinity. In 1817 Josiah Grant brought his family (then consisting of wife and young daughter) to a permanent home at the point of the Cape, forming the east side of the harbor mouth.

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Near the same time his brother Samuel, followed him from Penobscot, making his home at Sandy Point. From these forefathers the many bearing the Grant name, in this locality, have descended. Thus the population increased, farms multiplying as children and grand children went out to make new homes, until the present site of the village of Stockton, was divided into large, partially cleared homesteads. Privations had been bravely endured; obstacles grandly overcome! The plough of Civilization had turned deep the furrow, and the hand of Industry planted well the seed for future harvest.

The position of Massachusetts, during the war of 1812, in opposing the measures of the President and Congress, was highly displeasing to the patriotic citizens of Maine, and doubtless influenced the vote on the question of separation, later. During that conflict, Maine suffered greatly along her entire seaboard, from pillage and capture of towns by British cruisers. The Penobscot river was ascended, cannon balls thrown hither and yon along the

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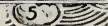
banks; and to protect the inhabitants in case of the landing of troops, the Militia company, of the then town of Prospect, under command of Capt. Henry Hichborn, his commission bearing date, "Commonwealth of Massachusetts, the fourth day of May, 1813," was called into service for several weeks. Perhaps, owing to that preparation for "greeting them warmly" no British soldiers were landed in the vicinity.

Throughout all these trials and hardships Maine remained loyal to the general government, and condemned, in unmistakable language, "the disloyal and rebellious acts," of the governor and legislature of Massachusetts. Thus the breach widened between the "province of Maine" and the parent State; and, chiefly through the untiring exertions of Hon. William King of Bath, the project of separation became an accomplished fact in 1819—the constitution being adopted, and William King elected governor the following year. These proceedings were most gratifying to the representative men of the large town of Prospect.

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In 1827 the present county of Waldo was organized; and to-day two towns, a mountain and county perpetuate the name of Gen. Samuel Waldo, who once owned thousands and thousands of acres—virgin forests, unexplored and unknown to white men—in this section of Maine.

SHIPBUILDING AND SHIPS



(1) View of Penobscot River at Fort Point.

(2) Fort Point Cove.

(3) Penobscot River at Sandy Point.

(4) French's Beach, Sandy Point.

(5) Schooner "Old Polly" (100 years old) in Stockton Harbor.

Photographs by H. D. Hichborn

STATE and county privileges gave new impetus to the infant shipbuilding industry existing in the southern portion of Prospect. Undoubtedly the initiative was the packet building by Robert Hichborn, between the years 1791 and 1800,—little vessels whose names are unknown to the present generation, excepting one, the “Susan and Eliza,” which was lost in a terrible storm, while on passage to Boston, all on board—thirty-three persons, including the two daughters of the owner, for whom the schooner was named—perishing with the sinking vessel. But one vestige of the craft or passengers, was ever discovered—a large trunk, having the initials, S. H., in brass headed nails. That sad memento was found on Cape Ann, by the gentleman who was to have become the husband of Susan Hichborn, on her arrival in Boston.

The next attempt at building was a little eighty-ton coasting sloop, by Wm. Griffin, just before 1800. Next came the six schooners built by Crawford Staples, between the years 1802 and 1819, he being one of the largest property holders in the

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town, at that time. Then John Clifford, another large land owner, launched six small sloops and schooners, at Lowder Brook, from 1806 to 1820. These were all very small—rather primitive crafts; but with the arrival in town of Sebra Crooker, of Deer Isle, many improvements were introduced in methods of construction and beauty of design, he being a thorough mechanic and enthusiastic lover of his work. In the years 1837 to 1839 he built three vessels; but later devoted himself to the duties of "Master-builder," in one and another shipyard, reaching the age of seventy-one before retiring from active participation in his chosen employment, having superintended the construction of seventy-one vessels. At Sandy Point, "Stowers and Staples" launched sixteen medium sized vessels from 1842 to 1868; and "John and Chas. Staples" built three brigs, at the Mill Cove, between 1842 and 1846.

Navigation on the Penobscot demanded some protection for mariners in the passage around what had been called, from the

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location of old Fort Pownal, Fort Point; and in response to petitions, the National Government in 1835 established a light house, which, having been replaced in 1857 by a 4th class light, the present structure, still throws a beacon light to the anxious pilot guiding his vessel into Penobscot river on passage to Bangor.

About 1815 Robert McGilvery, a native of New Hampshire, brought his wife and young son, William, to the new settlement in what is now Stockton village. From this forefather descended the many capable sea captains sailing from Stockton and Searsport, who have honored and perpetuated the old Scotch name in Maine.

William French, in 1814, came from New Hampshire to Sandy Point, purchasing what is called French's point, and erecting a home, in which some descendant has always lived, until the sale of the property, in 1905, to Hearsy Retreat. His progeny is scattered in various States of our Union.

Col. Joseph Ames settled in town early in 1800, being one of the board of select-

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men in 1829-1832-3-4-5-8 and 1840. He was the father of a large progeny, extending now from Maine to Georgia.

In the spring of 1845 two brothers formed a co-partnership, "C. S. and O. Fletcher" for shipbuilding, at the Crooker yard, (often called Fletcher yard, the property being owned jointly by the three men) and launched twenty vessels, including their last, bark Kremelburg, in 1875.

Early in 1843, N. G. Hichborn erected a store for general merchandise at the juncture of the county roads—one running east and west, between Belfast and Bucksport, and the other north to Bangor—the angle being long designated as "Hichborn's Corner."

This business venture marks the beginning of the village proper, only scattered farms occupying the territory previously.

A man of marked energy, decision and business ability—born upon the soil and loving his town—Mr. Hichborn struggled for its upbuilding in commercial, educational, moral and temperance matters.

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Taking the broad ground that sobriety forms the bases upon which to rest all other requisite qualities of good citizenship, he, teaching by precept and example, labored strenuously and untiringly, aided heartily by such staunch advocates of total abstinence, as S. I. Roberts, Robert Hichborn, I. H. Griffin, Jerome Harris, John Griffin and S. A. Rendell, with many others, to establish a public sentiment, which would forbid the sale of intoxicants within the town limits; and Stockton became "the banner temperance town of Maine"—her citizens respected at home and abroad, for their capability, alertness and integrity.

In 1846 Mr. Hichborn added shipbuilding to his mercantile business; and in 1850 associated with himself Giles C. Grant—an excellent man, suited in all respects to be a confidential companion—and gradually relinquished the care of the store, to devote himself to his growing shipping interests and outside matters.

After the irreparable loss of Mr. Grant, through death, in the autumn 1853, he en-

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trusted his mercantile management to Jonathan Clifford, until the latter going to Minnesota to settle, in 1855 he took as a partner, in trade, B. M. Roberts of Brooks, remaining alone in his increasing ship-building industry. Already the southern portion of Prospect had established a post office, "South Prospect," with N. G. Hichborn as post-master, and developed radical differences of opinion from those fostered in the upper section.

In 1852 Henry McGilvery, a successful master mariner, commenced the building of vessels in the ravine, just west of the Crooker yard, launching ten "deep sea sailers," during the five ensuing years. In 1853 he resumed sea-going, moving subsequently to Belfast, and again becoming a builder of ships.

In 1856, chiefly from political antagonism—the south part of the town, heartily espousing the principles of the then new Republican party—a movement for the division of Prospect was inaugurated; and, at the September election, N. G. Hichborn was selected "to divide the town," through

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his influence as a member of the legislature. This was accomplished (in the face of extreme opposition from the mother township) in February 1857, the name "Stockton" being given the newly incorporated portion, at the suggestion of Mr. Hichborn, because of its location being markedly similar to that of Stockton, England—not, as has been said, in honor of Commodore Stockton.

The following we find, from comparing several lists, to have comprised the fleet of merchant vessels, furnished by Stockton during thirty years of her rapid growth and commercial activity. Each was owned, in part, by the builder and captain, almost invariably; and many small portions were held by home people, thus bringing the pecuniary returns upon the investment, largely back to the town. Generally one of the principal owners was some Boston or New York man, who, not infrequently, gave the name to the vessel, furnishing "the colors" (as ships' flags are termed) for the privilege.

The ship Jacob Badger claims the dis-

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tion of being the largest vessel launched in Stockton, with the Sontag as a close second.

The first was sailed by Capt. Everett Staples, a man of sterling character, rare energy, foresight and knowledge of human nature—a typical “Yankee Skipper,” whom none could circumvent. Beginning early, as “Master” of a small schooner, he wrestled with Old Neptune’s furies until 1889, when, after commanding the then largest sailing vessel afloat—the great four-masted ship, Frederic Billings—he retired to his Stockton home, overlooking Penobscot Bay, to spend, what proved to be the last decade of his strenuous, honorable life. He had visited every maritime country upon the globe; yet loved his own, America, above all others.

The Sontag was commanded by Capt. Ferdinand D. Harriman, one of the most congenial, selfmade men, who have wrested success from hard beginnings and acquired a fine position, in the maritime world, after leaving the sea. His present residence is in Washington, D. C.

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"Build me straight, O worthy Master,
Staunch and strong, a goodly vessel,
That shall laugh at all disaster,
And with wave and whirlwind wrestle!"

This, in substance, was the familiar order, given in Stockton from 1845 to 1875 inclusive—the days when in various ship-yards,

"Covering many a rood of ground,
Lay the timber piled around,"

which was to be fashioned into those sailing crafts,

"Built for freight and yet for speed,"

such as the following:

VESSELS	CAPTAINS	YEAR
(Builders—C. S. & O. Fletcher)		
Schr. Matilda	Peleg Staples	1845
" Madonna	Emery Berry	1846
Brig James Crosby	Charles Pendelton	1847
Schr. Kidder	Wm. Fletcher	1848
Bark Edgar	Peters Ellis	1848
Brig I. W. Havener	Peleg Staples	1849
" H. P. Cushing	John Cody	1850
Schr. Northern		
Eagle	Joshua Gross	1853

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VESSELS	CAPTAINS	YEAR
Bark Sea Spirit	N. G. Clifford	1854
“ Eventide	J. A. Partridge	1854
“ Sebra Crooker	D. N. Berry	1855
“ C. S. Fletcher	F. G. Clifford	1856
“ Nellie Merrill	Peleg Staples	1859
“ McGilvery	James Nichols	1863
Brig T. J. McGuire	Henry Segar	1865
Schr. Daybreak	James Cousens	1865
Bark Carrie E. Long	W. H. Park	1866
Schr. M. L. Crockett	George Crockett	1868
Brig Sarah Gilmore	Thomas Clifford	1868
Bark Kremelburg	A. Patterson	1875

(Builders—John and Chas. Staples)

Brig John Clifford Everett Staples 1846

(Builder—Amos Dickey)

Schr. Madeira Otis L. Harriman 1847

(Builder—N. G. Hichborn)

Brig California Wilson Hichborn 1846

Schr. Alvarado Isaac Lanpher 1847

Brig W. McGilvery Wm. Hichborn 1847

“ P. R. Hichborn W. D. Colcord 1848

“ Sea Maid T. M. Hichborn 1848

“ Benguela Robert Hichborn 1849

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VESSELS	CAPTAINS	YEAR
Bark Evelyn	J. F. Hichborn	1851
“ N.G.Hichborn	Wm. Rendell	1852
“ S. I. Roberts	Robert Hichborn	1852
Brig Lanzasote	Otis L. Harriman	1853
Ship Loch Lama	Wilson Hichborn	1853
Bark Elberta	Wm. Hichborn	1854
Brig Leonard Berry	Wm. Berry	1854
Ship Jacob Badger	Everett Staples	1854
Brig Crimea	Robert Hichborn	1854
Bark M. J. Colcord	Josiah Colcord	1855
“ T. Cushing	W. D. Colcord	1856
Ship E. Sherman	J. F. Hichborn	1856
Brig Faustina	Emery Berry	1857
Schr. Windward	L. M. Partridge	1860
Bark Garibaldi	C. S. Rendell	1860
Schr. Col. Eddy	Chas. Blanchard	1860
“ Donna Anna	Stephen Ellis	1861
Bark Sharpsburg	C. S. Rendell	1862
Schr. Dakota	Edward Clifford	1863
Brig Stockton	J. F. Hichborn	1863
“ Caprera	Wm. Hichborn	1864
Schr. Sylvan	S. P. Blanchard	1865
Bark Lorena	Emery Berry	1865
“ Alcyone	James Partridge	1865
“ Dirigo	Wm. Hichborn	1868
“ Evanell	W. D. Colcord	1868

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VESSELS	CAPTAINS	YEAR
Brig Sparkling		
Water	Robert Hichborn	1869
" Salista	Henry Partridge	1870
Schr. Selkirk	Wm. Fletcher	1871
" J. C. Crafts	James Wight	1872
" Lilly B. French	Henry Allerton	1873
" Wardwell	Arthur Blake	1873
Schr. Brigadier	F. J. Norton	1873
" D. H. Ingraham	John Ingraham	1874
" J. R. Bodwell	F. A. Otis	1874
Bark Caprera	C. S. Rendell	1874

(Builder—Henry McGilvery)

Brig Manzoni	David G. Ames	1852
" J. Harris	Emery Berry	1853
" J. W. Treat	Hulburt Park	1853
" Joseph Treat	W. H. Park	1853
" Annie D. Torrey	Ralph Morse	1854
" Fannie O. Field	Freeman Kelley	1854
" Orilla	James Blanchard	1855
Bark John Griffin	Peleg Griffin	1855
Schr. Daniel Boone	John Heagan	1857

(Builder—Jason Marden)

Schr. T. M. Richardson	Zetham Berry	1854
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VESSELS	CAPTAINS	YEAR
(Builders—Rendell & Staples)		
Bark Industry	Paul Conno	1858
(Builder—Daniel Goodell)		
Ship Henry B.		
Wright	Benjamin Park	1858
(Builders—Staples & Mudgett)		
Schr. Henry Atkins	Wm. Rendell	1847
Brig Monticello	Jacob Clifford	1848
“ Manzenillo	Josiah Colcord	1849
(Builder—Henry S. Staples)		
Bark Masonic	Isaac Lanpher	1864
Brig Mariposa	Crawford Staples	1866
Schr. Joseph Segar	Alexander Segar	1866
“ Howard	Ezra B. Griffin	1867
“ Eva Adell	Wm. Eaton	1867
“ Lillias	Joseph Griffin	1869
“ John C. Libby	William Libbey	1870
Bark Elmiranda	Crawford Staples	1874
(Builder—Willard Mudgett)		
Bark Harvest Moon	Wm. Berry	1859
“ Harvest Home	Andrew Dickey	1860
(Builders—Mudgett & Libbey)		
Brig. J. H. Dilling-		
ham	G. W. Harrington	1861

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VESSELS	CAPTAINS	YEAR
(Builders—Mudgett, Libbey & Griffin)		
Bark Montana	O. L. Harriman	1864
“ Arizona	Josiah Colcord	1864
“ Helen Angier	G. W. Staples	1865
Brig Arthur		
Eggleso	Edwin Clifford	1865
Bark Henry Flitner	Bently Park	1865
“ American		
Lloyds	Isaac Park	1866
Brig Nellie Clifford	Edward Littlefield	1866
“ Abbie Clifford	Edwin Clifford	1867
Schr. Minnetta	Isaac Dickey	1867
Brig Herman	H. A. Hichborn	1868
Ship Sontag	F. D. Herriman	1870
Schr. Emma	Charles Crockett	1871
“ Dione	Fred Gilmore	1871
(Builder—Willard Mudgett)		
Bark Willard Mudgett		
gett	Isaac Dickey	1874
(Builder—Horace Staples)		
Schr. Watler E.		
Palmer	Albert Staples	1873
(Builders—Stowers & Staples)		
Schr. Diadem	Jacob Black	1846
“ Eliza Ann	E. Kneeland	1848

OF STOCKTON SPRINGS

VESSELS	CAPTAINS	YEAR
Schr. Cardenas	James Crocker	1848
“ Milwaukee	John Cousens	1849
Brig Forest State	C. L. Stowers	1851
“ George Harris	William Porter	1852
Schr. Golden Eagle	Josiah Staples	1852
Brig N. Stowers	Samuel Stowers	1854
“ Loch Lamond	Alexander Black	1855
“ James Davis	James Staples, Jr.	1855
Schr. Empress	Frank French	1856
Bark Lizzie Rice	B. F. Rice	1862
Brig Nigrita	B. F. Rice	1863
“ L. Staples	C. L. Stowers	1865
Schr. Fannie Hall	Elbridge Ginn	1867
Brig David Bugbee	James Staples, Jr.	1868
(Builder—Robert French)		
Schr. Coquimbo	R. French	1852
(Builder—Thomas Runnells)		
Schr. Lucy Ann	T. Runnells	1854
(Builders—Colcord, Mudgett & Co)		
Schr. Canema	Alexander Erskine	1857
Bark L. Willis Rich	John L. Panno	1865
Schr. Magellan	Robert Small	1866
Brig. E. H. Rich	J. S. Hopkins	1868
Bark Lelia M. Long	David G. Ames	1866

HISTORICAL SKETCH

VESSELS	CAPTAINS	YEAR
Schr. David Bab-		
cock	Melvin E. Colcord	1867
“ Clara	William Pierce	1867
Brig Emma L. Hall	W. T. Blanchard	1868
“ Walter Smith	Walter Smith	1868

(Builders—Colcord, Berry & Co.)

Brig Florence L.		
Henderson	A. Henderson	1869
Schr. Belle Crowell	James Crowell	1869
Bark Isaac Hall	Melvin E. Colcord	1869
“ Bark Caribou	— — — —	1870
Brig Hattie May	James Nickerson	1870

(Builder—Alexander Black)

Brig Houston	J. A. French	1865
“ Brig Liberty	Ralph Devereaux	1868

(Builder—H. V. J. French)

Schr. Lena	Joel French	1865
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(Builder—B. F. Rice)

Schr. Gen. Connor	Willard Cousens	1866
“ Guiding Star	Charles Blanchard	1867
“ Clara E.		
McCornville	Delmont Fletcher	1868
“ Sandy Point	S. M. Grant	1868

OF STOCKTON SPRINGS

VESSELS	CAPTAIN	YEAR
Bark Sarah	William Dennison	1870
(Builder—J. H. Shute)		
Schr. Almeda	Isaac H. Shute	1867

In 1861 "Mudgett and Libby" opened a yard at Fort Point cove, near Lowder Brook, launching two vessels before 1864, when, the senior member retiring in favor of his only son, the firm became "Mudgett, Libby and Griffin," two of the latter name, having associated themselves in the business. This company carried on an extensive mercantile and shipbuilding partnership, sending out twelve large vessels, before the close of 1871, their yard having been transferred, several years previous to the dissolution of the co-partnership, to Mill Cove, where they erected a large lumber mill, equipped with all modern machinery.

"Colcord, Mudgett & Co.," built at their yard, established at Sandy Point, (three miles from the village) in 1857, nine vessels previous to 1868, when, on retirement of the second member, the firm be-

HISTORICAL SKETCH

came "Colcord, Berry & Co." in 1869, and launched five vessels, the last in 1870.

In 1864 another ship yard was opened at the village by Henry Staples. He built seven vessels—the last in 1870.

Capt. B. F. Rice built at Sandy Point, five vessels, between 1866 and 1870.

In 1865 the shipbuilding interests of N. G. Hichborn were placed in the hands of "Master" John Littlefield, who conducted them during the four years that Mr. Hichborn held the position of "State Treasurer," four vessels being sent from the ways, within that time.

In many respects, the growth of Stockton was unusual; no foreign element entered into its composition. Shipbuilders and owners, merchants, mechanics, sea captains and sailors (those aspiring to positions on the "quarter deck") were from the good American population of the district. All were friends, neighbors and, largely, relatives—an ideal sea-coast community.

There the clip of axe and adz, and blow upon blow of hammer and maul, year after

OF STOCKTON SPRINGS

year, fashioned those staunch sea boats (modeled by such "Master-builders" as Sebra Crooker, John Littlefield, David Wardwell, Albion Goodhue and Hiram Crooker) which carried the Stars and Stripes to all the commercial cities of the world, bringing plenty, and European luxuries with Oriental curiosities, to the homes of the rapidly growing town. Money was freely distributed. All were busy, cheerful and content.

STOCKTON'S MASTER MARINERS

Captains David G. Ames, Joseph B. Ames, Edlon Ames, Charles W. Ames, John Berry, Leonard Berry, Josiah Berry, William Berry, David N. Berry, Mossman Berry, Emery Berry, Charles Berry, Daniel Berry, Sewell Berry, Zethum Berry, James Berry, Nicholas Berry, James Blanchard, A. Parker Blanchard, S. Park Blanchard, Charles Blanchard, Ezra Blanchard, Alexander Black, Jacob Black, Sumner Black, Alfred Black, Robert Clewley, William Clewley, Elden Cheney, Hosea B. Costigan, Thomas Clifford, Nathaniel G. Clifford, Jackson A. Clifford, Frederic O. Clifford,

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Samuel Clifford, Jacob R. Clifford, George Clifford, Edwin Clifford, Horace A. Clifford, Fred B. Clifford, Wilbert S. Clifford, Josiah Colcord, William D. Colcord, Melvin E. Colcord, Emery B. Colcord, Albert C. Colcord, Thomas Crockett, Charles Crockett, George Crockett, Orrin Crocker, Frank H. Cleaves, John Cousens, Willard Cousens, James Cousens, Alden Cousens, James Crocker, K. Walde-
mar Dahl, Albert Devereaux, Charles Devereaux, Andrew Dickey, William Dickey, Edward Dickey, Isaac Dickey, Stephen Ellis, Peters Ellis, Beals Ellis, Oscar Ellis, Alexander Erskins, William Fletcher, Simeon Fletcher, George U. Fletcher, Delmont Fletcher, William French, Hartwell French, Josiah French, John French, James Alfred French, Joseph French, Everett French, Samuel French, Robert French, Frank French, Joel French, Peleg Griffin, Levi Griffin, Andrew D. Griffin, Jesse Griffin, Warren F. Griffin, Isaac H. Griffin, Horace M. Griffin, Howard Griffin, Brainard Griffin, Ezra B. Griffin, Joseph Griffin, Alexander Griffin, Alfred Gilmore, Frederic Gilmore, Jere-



A GROUP OF STOCKTON SPRINGS SEA CAPTAINS.

(1) Capt. F. A. Patterson.

(2) Capt. H. M. Griffin.

(3) The late Capt. Everett Staples.

(4) The late Capt. Isaac Lanpher.

(5) Capt. Albert C. Colcord.

(6) Capt. L. M. Partridge.

(7) Capt. J. F. Hieborn

(8) The late Capt. C. S. Rendell

(9) Capt. Ralph Morse.

OF STOCKTON SPRINGS

miah Grant, Samuel M. Grant, Manley Grant, Elbridge Ginn, Willard Ginn, Robert Hanson, Loren Hanson, Robert Hichborn, T. Merrill Hichborn, Wilson Hichborn, J. French Hichborn, Henry A. Hichborn, William Hichborn, William D. Hichborn, Adelbert Hichborn, George W. Hichborn, Edmund Hichborn, John Heagan, Otis L. Harriman, Joseph Harriman, Rufus Harriman, Rufus N. Harriman, Hezekiah Harriman, Ferdinand D. Harriman, Albert Harriman, Cyrus Harriman, Harry Harriman, Charles Harriman, Joseph Harriman, 2nd, Albert Harriman, 2nd, George W. Harrington, Freeman Kelley, William Kneeland, Wilson Kneeland, Isaac Lanpher, Edgar M. Lanpher, John Libbey, William Libbey, Manley Lancaster, Frank Marden, Truman Marden, Jason Marden, Ralph Morse, Henry McGilvery, William McDonald, Charles C. Park, John L. Panno, Daniel Panno, Henry Albert Patterson, Elias Patterson, Frank A. Patterson, Augustus Patterson, Charles Parsons, John Partridge, Lewis M. Partridge, James A. Partridge, Benjamin Partridge, Reuben Partridge,

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Albert Partridge, Henry R. Partridge, William H. Rogers, William Rendell, Merrill Rendell, Benjamin Rendell, Leonard Rendell, Charles S. Rendell, Freeman McG. Rendell, John Rendell, Wilton T. Rendell, Everett Staples, Horace Staples, Albert Staples, Josiah Staples, Leonord Staples, George W. Staples, Ira B. Staples, Peleg Staples, Crawford Staples, Willard Staples, Miles Staples, Charles Staples, James Staples, Jr., Loring Small, Robert Small, Alexander Segar, Henry S. Segar, Samuel A. Stowers, Clifford L. Stowers, Brainard Stowers, James P. Stowers, Elden Shute, Charles Shute, Henry E. Shute, Isaac H. Shute, Thomas P. Shute, Calvin W. Sprague and Wilbert West.

During the fifties and sixties the prosperity continued; and many beautiful souvenirs, of long foreign voyages, rest to-day in the homes of Stockton's deceased or retired master mariners.

Through the gradual monopoly of the European carrying trade by steamers, and the failure of Congress to enact proper

OF STOCKTON SPRINGS

maritime laws—the Western Congressmen knowing nothing (perhaps caring less) about such matters as interesting none of their constituents—the financial aspect of the handsome sailing ships after 1870 became less and less attractive. Freights were greatly reduced—owners and navigators finding small compensation, comparatively, in sailing the hitherto profitable ships, barques, brigs and schooners.

In the autumn of 1874, Hon. N. G. Hichborn, prominent as a shipbuilder, (president of "The Maine Shipbuilding Association" at the time of his decease) an educator, (trustee of Westbrook Seminary, Portland, and of the Universalist Publishing House, Boston,) a temperance advocate and an active Republican, succumbed to a short, severe illness, leaving upon the stocks a large vessel—number forty-three upon his list of "deep-sea sailers"—to be launched under another's supervision. His death at fifty-six seemed most untimely. "An irreparable loss to his town and State," said a Searsport neighbor, at his funeral, which was attended by a large concourse of people.

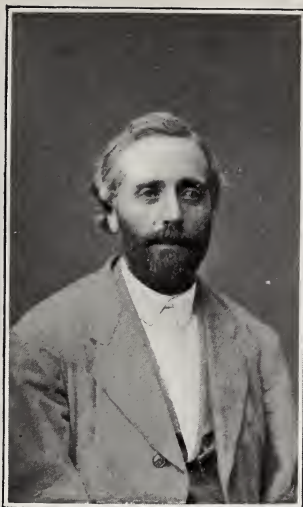
HISTORICAL SKETCH

In the succeeding summer, 1875, the last of Stockton's one hundred and eighty vessels (great and small) slipped from the ways, "into Old Ocean's arms," and "a quiet settled on all around, in the place of the olden din."

Homes have been well kept up, and a general air of sturdy New England thrift, impresses the visitor; but many energetic sons and daughters have wandered from the hearthsides, to struggle amid the surging waves of commercial activity, for business position and a competency. Thus the town was being depopulated.

Few of the rising generation can remember the days when the elder Hichborns, (seven of that name have sailed Stockton ships) the older Staples captains, (seven of these are upon the list) the Rendells, (five of these are found) the Colcords, (two of them) the Griffins, (six of the name) the Pattersons, (three from one family) the Herrimans, (four in number) the Berrys, (four of them) the Cliffords, (three members) the Ames brothers, (two of them) Stephen Ellis, Elden Cheney, K. W.

1



2

- (1) S. A. Rendell, Prominent Citizen, Retired
(2) Light Station at Fort Station

OF STOCKTON SPRINGS

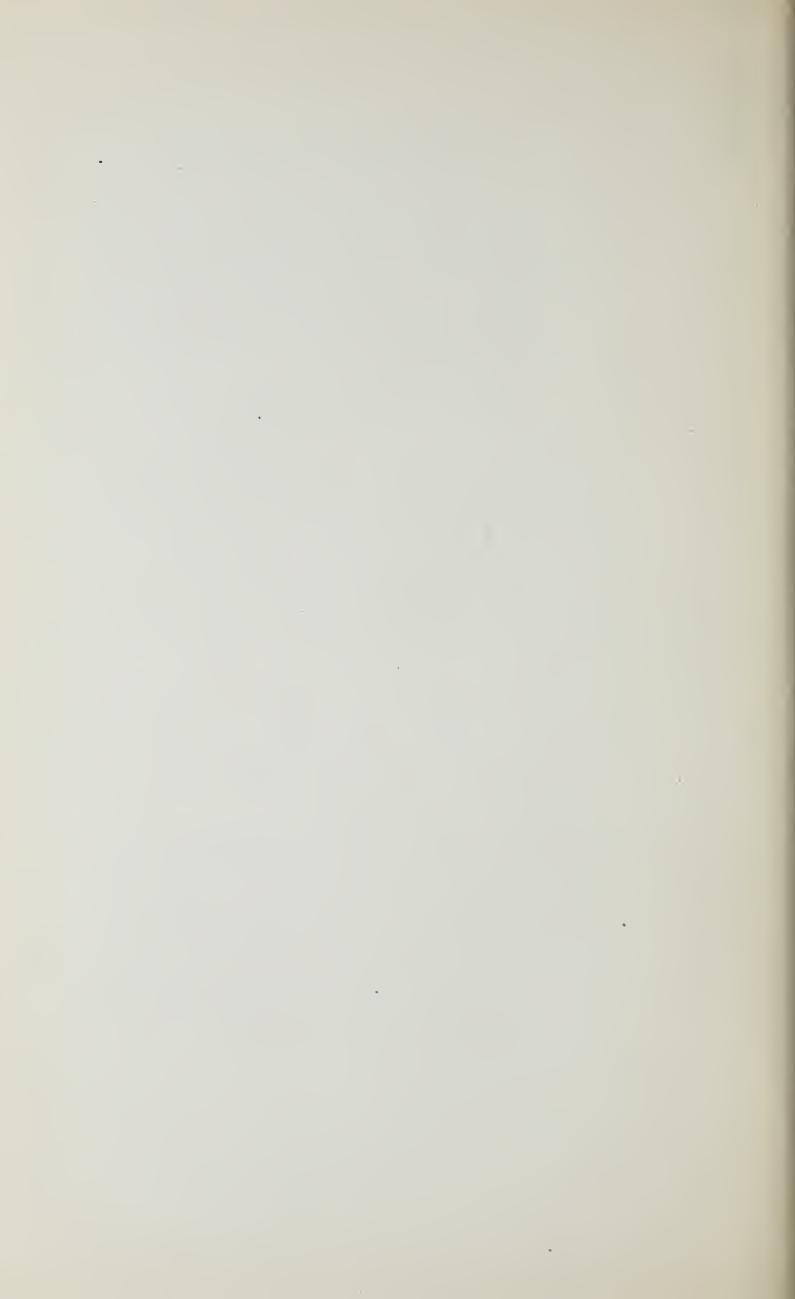
Dahl, W. H. Rogers, and the Partridges (four of the latter name) commanded Stockton built and (largely owned) vessels! Many of their erstwhile homes are in the town; but, with rare exceptions, they are sleeping

"Beneath the low, green tent,
Whose curtains never outward swing."

Others—younger in years—Captains J. French Hichborn, Ralph Morse, Charles C. Park, Horace Staples and Frank A. Patterson remain to relate those experiences, upon land and sea, known only to those "who go down to the sea in ships."

A small number from the village, Captains M. E. Colcord, Edmund Hichborn, Albert Colcord and Elden Shute still "sail the seas over;" but their vessels are not Stockton productions.

The sole representative today of those once eagerly sought for Master workmen, whose well supervised and faithfully constructed vessels have resisted well the fierce assaults of storm-lashed seas, is Master Albion P. Goodhue, upon whom the weight of four-score years rests lightly.



STOCKTON IN THE
CIVIL WAR

IN the dark days of America's terrible Civil War, Stockton gave ready sympathy and aid to the cause of "Liberty and Union." Each call from President Lincoln, found willing, brave souls to respond, who "taking their lives in their hands" went nobly forth to do and, if necessary, die, "that this Government of the people, by the people and for the people" might not be disrupted. The town's roll of honor is large in proportion to the population. The I. H. Griffin family furnished three "brave boys in blue," two of whom now "sleep the sleep that knows no waking;" and the same number went out from the Sebra Crooker home, two to give their lives for the cause of "Truth and Freedom." The Lewis Mudgett family circle sent two unfaltering sons to do battle through the entire four years, one, Major L. P. Mudgett, being shot fatally, while leading a charge at Mobile, after the surrender of Lee, news of which had not reached that locality. The following are the names of those patriotic volunteers, who carried the name of Stockton to the fore-

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front of battle, and helped to win the glorious victory of Appomatox: Simeon F. Barrett, Riley W. Barrett, James F. Barrett, Andrew D. Black, Franklin Berry, James H. Berry, Nathan M. Berry, Thomas S. Blanchard, Albert Crockett, Leander Crockett, Orrin B. Crocker, Joel Conno, Andrew J. Crooker, James S. Crooker, John L. Crooker, Fred O. Clifford, Oscar Colson, William A. Carter, Daniel L. Dickey, Dorendo Dickey, Adelbert Dickey, Almond Dickey, Manley L. Dickey, Adelbert H. Dickey, Waldemar Dahl, Enoch C. Dow, Samuel H. Eames, Crawford Ellis, William F. Ellis, Mathew W. Ellis, William W. Eaton, James C. Frasier, Hiram Grant, Christopher C. Grey, Hiram J. Grant, Clarandon W. Grey, Sewall M. Grey, Llewellyn Goodwin, William Griffin, Benjamin F. Griffin, Frederick Griffin, Warren F. Griffin, Austin P. Griffin, Benjamin N. Griffin, James S. Green, Charles A. Gilman, William Gipson, Freeman Goodhue, Hiram C. Harriman, Sewall B. Harriman, Philip S. Holmes, Edmund Hudson, James Kneeland, John F. Keen, Charles B. Libbey,

OF STOCKTON SPRINGS

Elias D. Libbey, Robert Lambert, Daniel R. Lamphier, Langworthy Lamphier, Frank G. Lancaster, Lewis Parker Mudgett, William S. Mudgett, Joseph P. Martin, Whitefield Mills, Henry S. Moulton, John Miller, Charles H. Morin, Charles Mitchell, Jason W. Marden, Ezra B. Marden, James E. Nickerson, Henry S. Overlock, Frank A. Patterson, Augustus Patterson, James A. Philbrook, Levi A. Pendleton, Charles H. Philbrook, Thomas F. Phinney, John C. Phinney, Alvah Partridge, William H. Rogers, Henry W. Rendell, Freeman Rendell, John Reed, Cassius C. Roberts, Edwin L. Roberts, Orpheus Roberts, Christopher Rowe, Albert Richardson, Joseph S. Staples, Robert F. Staples, Peleg S. Staples, Andrew W. Staples, Newton F. Staples, Merrill H. Staples, Francis M. Staples, Edwin N. Stowers, Henry Sparrow, Almore Stevens, Charles M. Smith, William Seavey, Joel L. Thomas, James M. Treat, Chandler Webb, Chandler J. Webb, Charles C. Ward, John A. Whitney.

Those enlisting in the U. S. Navy were as follows: Samuel Clifford, Orrin Crook-

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er, Richard C. Dow, Mathew W. Ellis, Wilbert M. Ellis, Joseph Griffin, Charles Johnson, Horace Littlefield, Edwin L. Roberts, Sumner Sanborn, Robert Turner and Simon Littlefield. All these gallant defenders of the Nation's honor, enlisted as privates and many poured out their life-blood upon the battle field. Others languished in Rebel prisons—starved and ill-treated—until, when exchanged, they were mere skeletons, unfit for military service. Warren F. Griffin, captured at 1st Bull Run, was in Libby prison at Richmond, Va., and in Gouldsboro, N. C., “detension pen” for ten months, coming home a wreck of his former self, and being always a sufferer from scurvey, contracted in those vile places, a disease which eventually caused his death. Another Stockton man, Wilbert M. Ellis, knew, from awful experience, the weight of the iron heel of those cruel prison-keepers of the Confederacy. He was confined in Andersonville “Hell,” where men were systematically killed by starvation, abuse and exposure to a broiling sun. His recitals of torture were shocking in the ex-

OF STOCKTON SPRINGS

treme. They broke the strength of a wonderfully strong physical organization, and planted the seeds of the disease which proved fatal eventually.

Many succumbed to fatal illnesses during those long sieges, or fell exhausted on the weary marches; but none murmured. Some were promoted, after a time of faithful service and evidence of adaptability to military requirements. William S. Mudgett passed through the several grades, until he wore the shoulder-straps of a Colonel, and was, at the close of the War, made military Governor of Louisiana, and given a brevet rank of General. His brother, Lewis Parker Mudgett, after commanding a company, was promoted to Major and died from a "sharp-shooter's" bullet in the forehead, as he fearlessly led his regiment (the Col. and Lt.Col. being unfit for duty) in a charge upon the forts at Mobile. William Griffin for meritorious conduct and bravery, was promoted to Capt. of his company. William H. Rogers, after Bull Run, (the 1st) was transferred to the 6th Battery, Maine Mounted Artillery, and commissioned junior 2nd Lieut. That was in Jan. 1862;

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and with that "fighting Battery" he remained until mustered out (after the close of the war) in July 1865, having by successive promotions become Capt. of that "six-gun Battery of light artillery." "A born soldier! ready for any emergency," his superior officer, Col. McGilvery, said of him, when he posted the 6th Maine Battery, under his (then 1st Lieut. Rogers) command, upon little Round Top, to repel, at a most dangerous point, the assaults of the infuriated Southern hosts. All through those three eventful days those Maine men stood undaunted, hurling continual leaden hail into those on-rushing columns, until Victory waved the glorious Star Spangled Banner over that bloody battlefield of Gettysburg; and the turning point in our Civil War was reached. After this experience, Lieut. Rogers was created Capt., "he having been in command, whenever a battle has been imminent, owing to *sickness* of Capt. Dow," said the petition of his men, and of Col. McGilvery, to the Governor of Maine.

Elias D. Libby, a member of this 6th Maine Battery, was several times promoted,

OF STOCKTON SPRINGS

being 1st Lieut. when mustered out at the end of the conflict. Daniel L. Dickey was elected Capt. of his company, soon after he joined the army. Robert H. Grey was made 1st Lieut. and Freeman Goodhue held the same rank, at the end of his term of enlistment. Cassius C. Roberts had a Captain's commission; and many had been made either Sergt. or Corpl., during their years of service.

All honor to the soldiers, living or dead!

In those days of terrible suspense—when the arrival of the mails was awaited with trembling anxiety, lest a battle be reported, with its consequent list of “killed, wounded and taken prisoners”—the public-spirited ladies of Stockton organized themselves into a “Soldiers’ Aid Society,” February 5, 1863.

From the record book of the secretary, Mrs. N. G. Hichborn, we copy the following:

CONSTITUTION.

“ACT 1—This organization shall be known as the Stockton Branch, of the New Eng-

HISTORICAL SKETCH

land Women's Auxiliary Association, an adjunct of the U. S. Sanitary Commission, for the relief of the sick and wounded soldiers in camp and hospital.

ACT 2—The officers of this society shall consist of a President, Secretary, Treasurer, Soliciting and Purchasing Committee and Committee of Managers.

ACT 3—The duty of the President shall be to preserve order and preside at all business meetings of the society.

The duty of the Secretary shall be to keep a strict account of all doings of the society, all funds received, all purchases made, the contents of each box sent, and to report quarterly to the N. E. Womans' Auxiliary Association.

ACT 4—The duty of the Treasurer shall be to receive and hold all money of the society, pay all bills of the Purchasing Committee—all settlements to be made monthly—and report regularly to the Secretary to be copied into the records.

ART 5—The duty of the Soliciting and Purchasing Committee shall be to solicit

OF STOCKTON SPRINGS

funds, etc., and purchase all materials for work.

The duty of the Committee of Managers shall be to arrange for all special meetings, levees, ect., and have a general supervision of all work.

ACT 6—This society shall hold its meetings regularly, every Thursday afternoon, in Cleaves Hall, kindly offered by Mr. and Mrs. Stephen Cleaves.

ACT 7—It shall be the duty of all members of this society to sign the Constitution, attend all meetings, and aid the work in every possible way.

Names of members follow:

Mesdames Alexander Griffin, Henry McGilvery, Nancy Morton, James Partidge, Ralph Morse, E. S. Berry, Peleg Staples, Freeman Kelley, George E. Bates, N. G. Hichborn, Emery Berry, E. F. McIntosh, Mary A. Griffin, John Libbey, David G. Ames, William Hichborn, Samuel A. Rendell, Stephen Cleaves, Warren F. Griffin, P. S. Haskell, Horace Staples, Elias Patterson, C. S. Blanchard,

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Albion P. Goodhue, E. S. Crockett, Joseph W. Thompson, Octavia Cheney, Henry A. Hichborn, B. M. Roberts, Henry S. Staples, Maria S. Farnham, Lewis M. Partridge, Richard Crocker, Lorena B. Patterson, Charles S. Rendell, Isaac Lanpher, Jane Lambert, Desiah G. Harris, J. French Hichborn, Wilson Hichborn, William D. Colcord, Everett Staples, Lewis Snell, Josiah Colcord, Sullivan Patterson, John Libbey, Robert Hichborn, G. M. Simmons, Jesse Griffin, I. H. Griffin, T. M. Hichborn, Edward Lafolley; Misses Susan Hichborn, Angie M. Rendell, Kate Gilman, Carrie Pattee, Sarah A. Blanchard, Marietta Mudgett, Angeline L. Griffin, Alina M. Staples, Faustina Hichborn, Roxanna Cleaves, Almira Harriman, Olivia McGilvery, Emma Hichborn, Martha E. Brown, Julia Staples, Mary Abbie Farnham, Maria Griffin, Lizzie Staples, Mary E. Grant.

At the first meeting of the society the following officers were elected:

Mrs. Alexander Griffin, President; Mrs. N. G. Hichborn, Secretary; Mrs. Henry

OF STOCKTON SPRINGS

McGilvery and Mrs. Mary A. Griffin, Purchasing and Soliciting Committee; Mrs. Ralph Morse, Treasurer; Mrs. Freeman Kelly, Mrs. Peleg Staples, Mrs. Everett Staples, Mrs. Emery Berry, Mrs. Henry McGilvery, Mrs. B. M. Roberts, Mrs. Isaac Lanpher, Mrs. David G. Ames and Mrs. James Partridge, Committee of Managers.

“Feb. 12, 1862—first regular meeting—Commenced dressing-sacques, slippers, drawers, shirts, etc. Thirty members present.”

Thus the record goes on. The making of quilts, stockings, hospital slippers, sheets and pillow slips being continued until a sufficient quantity had been prepared to fill a large dry-goods box, when it was forwarded to the N. E. A. A., 22 Summer St., Boston, Mass., from whence it was sent, free of charge, to the Sanitary Commission Rooms in Washington, D. C.

The first box left Stockton May 1, 1863 and contained, as per the record book, the following articles: “Quilts 7, sheets 6, shirts (flannel) 4, undershirts 4, drawers

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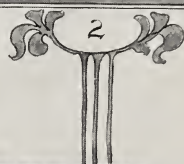
(pairs) 6, stockings (pairs) 20, towels 10, handkerchiefs 24, dressing-gowns 4, crackers (dozs.) 15, corn starch (papers) 6, preserved ginger (jars) 2, dried apples (lbs.) 12, rice (lbs.) 12, irish moss (lbs.) 3, tea (lbs.) 3, sugar (lbs.) 16, honey (jars) 3, condensed milk (cans) 4, guava jelly (boxes) 4, cayenne pepper (boxes) 3, ginger (lbs.) 2, composim (papers) 2, tamarinds (jars) 2, preserves (jars) 2, sardines (boxes) 4, strawberry jelly (jars) 2, apple jelly (glasses) 3, currant jelly (glass) 1, green apples (dozs.) 4, and 3 pairs hospital slippers."

The acknowledgement of said box from the N. E. Woman's Auxiliary Association bears date May 4, 1863, and reads as follows:

"MRS. HICHBORN,

Dear Madam:—

We have received a large box of most acceptable articles from the Stockton Branch, sent May 1st. The contents are admirably selected; and come most opportunely, when the need of such is likely to be so great. Please present our cordial



5

(1) Middle Church Street.
(2) North Side Main Street.

(3) South Side Main Street.
(4) West Main Street.

(5) Lower Church Street.

Photographs by H. D. Hichborn

OF STOCKTON SPRINGS

thanks to the ladies associated with you, for their active benevolence, in co-operating with us, and assure them that the goods sent by them, will be promptly forwarded to Washington, and from there sent where most needed.

Respectfully,

S. WILLIAMS, Agent,

N. E. W. A. A."

The record shows that another box containing similar articles, was forwarded May 15th, and another July 8th, and a fourth on July 29th. Another was sent forward Nov. 21st, and the last for 1863, was sent December 9th.

On Feb. 2, 1864, this ladies' association sent to U. S. Sanitary Commission for the relief of our sick or wounded soldiers, \$50.00, by hand of B. M. Roberts."

This receipt is pasted into the book of records:

"B. M. ROBERTS, ESQ.,

Dear Sir:—

Your letter and donation of fifty dollars, from the Sanitary Society of Stockton, is just received, Thanks to your liberal cit-

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izens for this substantial expression of patriotism and humanity. May the "blessing of him, who is ready to die, if necessary," be upon the heads of the Stockton donors.

Yours very truly,

W. H. HADLEY, Agent,

U. S. Sanitary Commission."

Other boxes were sent to the front on April 18, 1864, May 21st, Sept. 20th, and on Oct. 1st, a box was forwarded to the U. S. A. Gen. Hospital at Augusta, Maine, for which the following acknowledgement is in the records:

"MADAM:—

In behalf of the inmates of this U. S. Hospital I gratefully thank you for the box of necessary articles sent to relief of the "boys in blue."

Very respectfully,

J. S. TURNER."

We find recorded the following:

"April 7, 1865. Sent to Maine Military State Agency, Soldiers' Relief Association, through N. G. Hichborn, \$100 for assist-

OF STOCKTON SPRINGS

ing in relieving our brave soldiers." And this acknowledgement is below.

"MRS. HICHBORN,
Sec. Ladies' Aid Association,
Madam:—

We have just in hand, April 10, 1865, the sum of \$100, forwarded by the hand of Hon. N. G. Hichborn, for the benefit of our suffering, noble soldiers.

It has been given to the agent who will apply it to the most urgent needs, according to his best judgment. Many thanks for this generous gift, from the Stockton Sanitary Aid Association.

Very respectfully,
L. WATSON, Agent."

On April 29th, 1865, the last box of supplies was sent to Washington.

A grand work had been done by the women of this small town. \$675.36 had been received in cash, from personal contributions, levees, lectures, etc. 25 quilts, 20 pillows, 99 sheets, 113 pillow cases, 72 shirts, 20 undershirts, 126 flannel undershirts, 25 pairs drawers, 90 pairs hose, 159

HISTORICAL SKETCH

towels, 227 handkerchiefs, 10 dressing gowns, 2 linen coats, 40 pairs slippers, 70 enameled cushions, 14 bed sacks, 40 arm slings, 232 bandages, 15 boxes lint, 86 pin balls, 35 lbs. crackers, 20 papers corn starch, 28 lbs. dried apples, 40 lbs. rice, 5 lbs. Irish moss, 6 boxes figs, 35 lbs. sugar, 3 jars honey, 5 cans condensed milk, 1 barrel green apples, 15 jars apple jelly, 10 jars current jelly, 5 boxes guava jelly and 4 jars quince jelly had been sent to the U. S. Sanitary Commission. Two hundred dollars had been sent in money. All had been recorded and acknowledged.

The present generation can gaze with honorable pride upon this work of their mothers and grandmothers.

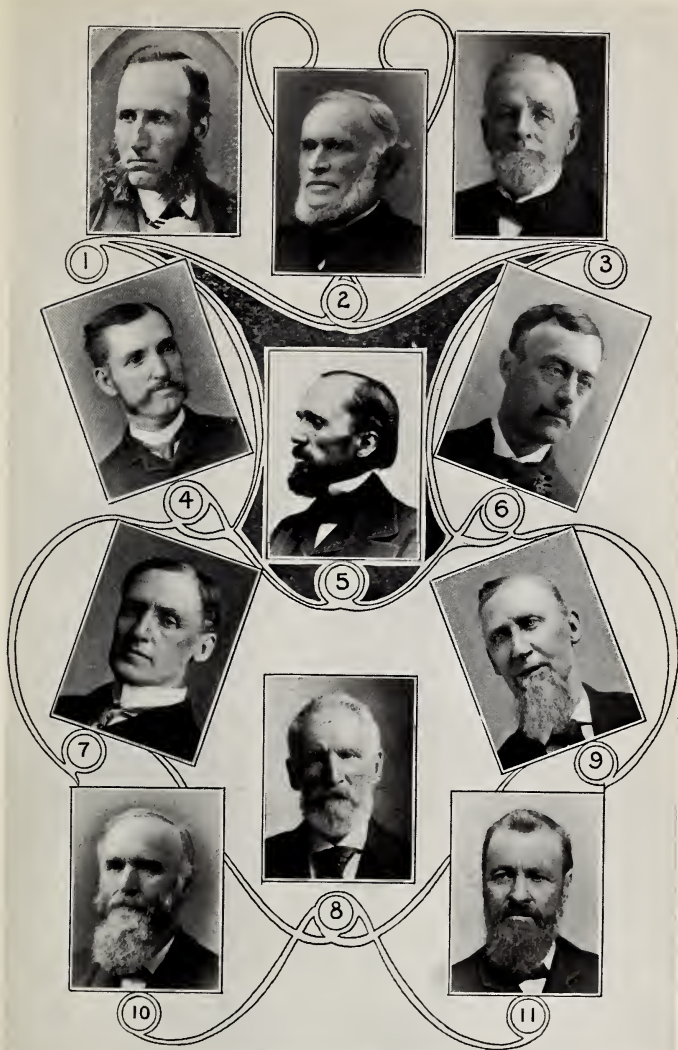
The curse of the Confederate privateer fell heavily upon the Stockton shipping. Several captains lost their vessels; one, Capt. Everett Staples, being compelled to witness the sinking of a fine new barque, (going down "with all sails set") scuttled by rebel hands! A man of great force of character, executive ability and unswerving loyalty, it is not to be supposed that

OF STOCKTON SPRINGS

Capt. S. prayed for the success of the Southern Confederacy, when the "Alina" disappeared beneath the waves of the Atlantic. By heredity he detested treason: from environment, he then despised traitors! Notwithstanding these drawbacks, ship building increased in Stockton.

THE ADVENT OF THE
RAILROAD





- (1) The late C. S. Fletcher, Ship Builder and Merchant.
- (2) The late Capt. Henry McGilvery, Ship Builder, 1850-58.
- (3) The late Henry S. Staples, Merchant and Ship Builder.
- (4) The late Alvah Mudgett, Mudgett, Libbey & Griffin, Ship Builders and Merchants.
- (5) The late Hon. N. G. Hichborn, Ship Builder and Merchant, 1846-74.
- (6) G. W. Libbey, of Mudgett, Libbey & Griffin.
- (7) Willard M. Griffin, Mudgett, Libbey & Griffin.
- (8) Albion P. Goodhue, Retired Master Builder.
- (9) Capt. A. D. Griffin, of Mudgett, Libbey & Griffin.
- (10) The late John Litchfield, Master Builder, 1860-72.
- (11) Alexander Staples, Retired Citizen.

“**T**HE fates lead the willing and drag the unwilling!” Thus indeed, it seems with Stocktonites.

With the grass and thistles growing in her once humming shipyards, a gradual realization of the full import to the town, of the absolute extinction of shipbuilding within her borders, forced itself upon her inhabitants, as from deterioration, one after another of her vessels were sold, to be converted into barge or river coaster, and captains retired, engaged in less remunerative business, moved away or assumed command of some of the new large ships (built and owned elsewhere) engaged in the Pacific or Indian Ocean carrying trade; her mechanics found employment and subsequently settled in other towns or states, followed by many young men, who had aspired to “quarter-deck” positions, in the prosperous days of the sailing ship. Thus much of the town’s legitimate energy and wealth-producing element drifted into other communities, scattered from Maine to California. Slowly she lost prestige; yet her citizens struggled onward—the pessimist

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(such always exist in limited numbers) in desperation, the optimist in expectation of better times coming.

The town's imperishable gems—the wondrous beauty of her location, and unusual capacity of her easily accessible harbor—remained to enchant the visitor; and year by year her transient population—summer guests and boarders—increased; but the three months of influx and renewed activity, were soon followed by the lately habitual quiet and well nigh hibernation of her residents.

There seemed little hope of revivification from incoming business investments, since capitalists shun those localities destitute of railroad conveniences.

Realizing the town's necessity for rail communication with the outside centres of business, Hon. N. G. Hichborn, after strenuous efforts, (encountering persistent opposition from the Maine Central railroad, which determined to frustrate any plans looking toward any competing line, in the eastern section of the State) secured a charter for the Penobscot Bay and River

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railroad in 1869 and after actively opposing the efforts of the Maine Central railroad to obtain a charter for a so-called Webb's Ledge railroad, for four years, before the Legislature, (a mere dodge, on the part of the Maine Central road, to prevent capitalists from investing in the already chartered Penobscot Bay and River line) he saw the organization of the railroad company, and was himself unanimously elected President of the fairly launched Penobscot Bay and River Railroad Co.,—the line to extend from Bangor to Rockland, sixty miles, and form the connecting link with the Knox and Lincoln road, between the European and North American, and the Boston and Maine lines. In 1873 the route was surveyed; and in the early autumn of 1874, (the towns along the proposed line having voted to take stock, and various individuals having offered contributions) the building was put under contract, with New York capitalists, who wrote Mr. Hichborn under the date of November 21st, 1874, "We shall break ground on the railroad before the New Year." Alas! The day that Mr. Hich-

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born received that letter, he was seized with the fatal illness, which robbed this project of its moving force, in its President's death, November 30. Capt. William McGilvery of Searsport was elected his successor: but he died in March 1876. P. J. Carleton of Rockport was elected by the "Directors," as next President; but nothing was attempted toward carrying to completion the early plans; and eventually the charter lapsed. Stockton mourned this bitter disappointment, long and sincerely, particularly after the absolute decadence of ship building within her boundaries.

The expended money of prosperous years, held some within established or inherited homes, and in local trade; but the outlook for future increase, either numerically or financially, was not encouraging. Many of the older citizens shook their heads and prophesied a deserted village in the future, while the younger looked about for new fields of action.

In 1889 through the efforts of a summer resident, who predicted great growth for

OF STOCKTON SPRINGS

Stockton as a sanatorium and summer resort, the name of the town was changed by the Legislature to Stockton Springs—a misnomer, as it then seemed to many, and now appears to nearly the entire population. The boom came not as promised, the mineral spring water proving non-paying in the market and the bottling enterprise, consequently, short lived, to the disappointment of some financially interested citizens.

“Things at the worst will cease, or else climb upward to what they were before.”

In December of 1903, a Boston man, John P. Reynolds, appeared in Stockton (no native inhabitant uses “Springs” in conversation) and quietly inspected the situation of the scenery,—“the rising world of waters dark and deep”—as viewed from the eminence, Fletcher Hill, in the rear of the village, ascertained approximate prices of shore frontage lots, vaguely hinted at possible future purchase and returned to his home. Soon his agents in Stockton—Messrs. Ames and Merrithew—were, as silently as possible, bonding all the small farms

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upon the harbor side of Cape Jellison and upon the Park shore, for excellent prices, the bonds holding until April. This accomplished, the Boston gentleman re-appeared in town, offering immediate purchase and payment of all bonded property; but requesting local reporters not to mention his transactions.

When all had been sold to John P. Reynolds, and cash payment made in every instance, (the sum expended reaching one hundred and twenty thousand dollars) people began to wonder at the large sale, and speculate as to the reasons for such an outlay.

All the Yankee propensity for "guessing" was exercised to the fullest extent; and various rumors—rendezvous for New York yacht club, big summer colony, etc.—filled the ears of the rather astonished dwellers upon the territory.

Gradually the idea of an establishment of a second Bar Harbor, upon the site, crystalized into a general belief, the vividly imaginative, beholding in mental pic-

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tures, the elegant cottages of the millionaires adorning the shore lines of the beautiful land sheltered harbor.

Such a transformation was not a pleasing contemplation to a large majority of Stocktonites.

The independence of the dauntless sailor, the suggestiveness of the able business man and the accuracy of the efficient mechanic mingle in the blood of these people. They bend no servile knee. They face the world bravely, feeling equal to the mighty task of living—acting well their separate parts in the great drama of human existence; but desire no plutocratic neighbors.

Cicero said: "I shall always consider the best guesser the best prophet;" he would have found but false prophets in Stockton that year.

Suddenly it was announced that John P. Reynolds was an agent for a Maine corporation, in the buying of lands in town; that a railroad, a continuation of the remarkably profitable Bangor & Aroostook line,

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was the object in view, in the purchase of Stockton and Searsport real estate; that a charter was to be asked for at once, and Stockton made a large terminal, with great piers for the accommodation of incoming and outgoing foreign and domestic trade. This was a surprise indeed! None could fully comprehend the gigantic scheme. "Ye immortal gods! where in the world are we?" was the unexpressed feeling of men, women and children. **All** this without any expense to town or individual! Where could similar good fortune be found?

In the summer, a delay in obtaining the charter prevented any forward movement in the promised survey: and the doubting said: "I told you so! There will never be a railroad through this town in our time." But, happily for Stockton, almost as soon as these opinions were ventilated, came the message from headquarters, that the hearing of the petition from the B. & A. for a charter to build a railroad from La Grange to Stockton Springs would take place Nov. 9th, 1904, at Bangor.

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The railroad commissioners voted unanimously in favor of granting said petition; and Dec. 15th, the chief engineer of the B. & A., Mr. Moses Burpee, arrived in town to inspect the harbor facilities and select pier sites.

In January, President Cram of the B. & A., with twenty associates, bought Sears Island; and the report circulated that all works, intended for Cape Jellison, would be located on the Island instead. However, on January 30th, actual labor began on the wharf on the Cape, the first crew of workmen being augmented as fast as boarding houses could be supplied. February 12th, an ice breaker arrived (the winter being exceptionally cold) to cut the passage necessary to landing materials needed in the construction of the piers. On February 23rd, 1905, the first pile was driven into the mud bottom of the waters, washing the west side of Cape Jellison, and the future assured!

Soon the Italian gangs began to work on the road-bed, blasting the frozen earth with dynamite, day after day. With ad-

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vancing spring, more and more of the little dark-skinned laborers arrived in town, their chattering about the village streets and at Sandy Point, sounding odd enough to young American ears, although familiar to our older generation of sea captains.

The last of February, the second floor of Capt. M. E. Colcord's building, on East Main street, was leased by Chief Engineer, Moses Burpee, and early in March his corps of assistants arrived to commence the summer's work of draughting, formulating designs, etc.

Late in the same month the big steam shovel was beginning operations on Cape Jellison; and, on the historic April 19th, the first locomotive to stand on Stockton soil, was run from the deck of the steamer Reliance, under its own steam, onto the section of the wharf, already completed. Later another engine arrived to haul the construction train along the advancing track.

May 3d, the first cargo of heavy steel rails arrived at the "railroad wharf."

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All the summer and autumn work was pushed rapidly forward. In November, 1905, the Northern Maine Seaport R. R. opened for passenger traffic and general business; and Mr. G. M. Houghton of Bangor was located in town, as the General Manager of the railroad and its manifold interests. He remained until December 31st, 1906, when he was called to become the General Passenger Traffic Manager of the Bangor & Aroostook railroad with office in Bangor; and was succeeded, in Stockton, by Mr. Charles Calkin of Portland, who still conducts the business affairs of the various railroad matters.

Cape Jellison has mammoth piers. The long sixteen-hundred foot wharf and another fifteen hundred, and a third eleven hundred feet in length are completed. An artesian well (one hundred and fifty-eight feet in depth) furnishing all needed water for engines, etc., has been drilled, aside from cutting through Speed's point, leveling road bed to Bran's point, and to the mill pond, on the Cape side.

On the village side of the mill bridge

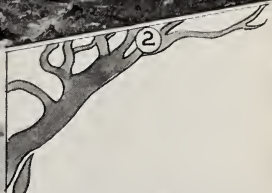
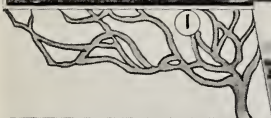
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work in grading the track bed went steadily forward. The "Y" is in the Panno field. An artesian well has been bored, north of the Panno residence, for providing water for filling the big tank constructed there.

In the Denslow (formerly Dickey) field, thirty acres have been purchased by the railroad corporation, and there a yard, containing six sidetracks, has been completed.

In the village a cut, twelve feet deep, across Middle street, and into the adjacent banks, has been made; and the embankment, through and over shipyard hollow, has changed the appearance of that locality greatly. Beyond School street the Gilmore gulleys have been partially filled and the balance bridged.

The question of the locality of the depot—long undecided—was settled June 14, by the announcement that this village convenience would be upon the land of Capt. Melvin E. Colcord, to be accommodated by a road which said gentleman had recently had surveyed through to the shore



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- (1) Piers No. 1 and 2, 1600 and 1500 feet long.
 (2) Showing Lumber Business on Cape Jellison Piers.
 (3) Potato Wharf and Conveyor, Cape Jellison.
 Wharf 1100 feet long.
 (4) Shipping in the Docks at Stockton, Cape Jellison.
 (5) Paper House, Cape Jellison Pier.

Photographs by H. D. Hichborn

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—a continuation of the short street, extending from East Main street only to the S. H. West place. That street has been named Railroad Avenue. Cutting that new street at right angles, another runs through to Mill street, from the station site. Two others have been opened through from School street to Railroad Ave. This energetic and public-spirited citizen, Capt. Colcord, being determined to help the good work along, and provide available house lots and easy access to all localities. A broad street, Wellsley Avenue, has been opened from East Main street, running north, through the former field of Mr. Edward N. Harriman, slanting enough to enter Church street above the so-called Stephen Ellis place.

The solidity and great size of the piers at Cape Jellison indicated the vast expected traffic of the future. The construction of the entire road is of the heaviest and most modern type—the rails weighing much above the ordinary steel rail—the trains, loaded to the limit, passing over without a tremor.

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A trip over this railroad—through Larrange, Bradford, Hudson, Glenburg, North Bangor, Northern Maine Junction, Hampden, Winterport, Frankfort, Prospect, Sandy Point and Stockton—furnishes a grand variety of scenery—mountains, plain, civilization, wilderness, lake and sea—and gives unequaled conveniences to all the inhabitants of the above towns. The distance is one hundred and fifty-six miles of new trackage. The connection with the Bangor & Aroostook carries passengers through Northern Maine and into the Canadian territory, by transferring to the Canadian Pacific Railroad. At the Northern Maine Junction close connection with the Maine Central Railroad takes all travelers to Portland and Boston without delay.

The great exportation from the famous Aroostook county—the so-called “garden of Maine,”—will keep many trains busy, that output increasing steadily; and, if to this, the convenience, of an all-the-year-round open port and a shorter haul, to the Atlantic ocean, induces the Canadian Pacific railroad to send its large quantities of

OF STOCKTON SPRINGS

freight to this seaport, Stockton, for shipment, the business at this terminus will be enormous. Time will publish the statistics.

MERCHANTS, BUSINESS MEN,
LODGES AND CLUBS

THE first to engage in trade within the present limits of Stockton Springs were N. G. Hichborn, J. H. Griffin, Giles C. Grant, Zytham Shute, John Griffin, Amos Dickey and C. S. & O. Fletcher.

Later Mr. Shute gave up business, Mr. Dickey moved to California, Mr. Griffin became associated with N. G. Hichborn, and soon died.

In the palmy days of shipbuilding the mercantile affairs of the village were conducted by such prominent citizens as John Griffin & Son, Willard M. Griffin, Roberts & Hichborn, (B. M. Roberts and N. G. Hichborn,) C. S. & Oliver Fletcher, Henry McGilvery, Henry S. Staples, Mudgett, Libbey & Griffin, (Alvah Mudgett, George W. Libbey, Andrew D. Griffin and Willard M. Griffin—the senior members, Messrs. John Griffin and Willard Mudgett, having retired,) Colcord & Mudgett (Messrs. Josiah Colcord and John Mudgett) and later (at Sandy Point) by Colcord, Berry & Co. (Mr. Mudgett withdrew from the firm, and Messrs. Nicholas Berry, Cassius C. Roberts and Fred Fow-

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ler joined the co-partnership), Alonzo D. Ames, Elias D. Libbey, John M. Ames, Mrs. Jane Lambert & Son, (J. G. Lambert) The Misses Griffin (Adella and Lizzie), Mrs. Elmira Harriman; and Stowers & Staples (Messrs. Nathaniel Stowers and Levi Staples,) the latter at Sandy Point.

Only J. G. Lambert is to-day at the old stand. In 1860 S. A. Rendell bought the "Hardware, Tin and Stove" business of Alonzo D. Ames (the latter going to Waterville) and has increased and continued that, until in 1906 (deciding to retire) he disposed of the business to his successors, two young men, Albion Goodhue of Boston and L. Albert Gardner, lately of Newtonville, Mass.

The few younger members of those firms of other days, who survive, are scattered far beyond the territory of Maine. Andrew D. Griffin resides at La Jola, California; Willard M. Griffin has become a successful "Raisin and Fruit" dealer, in San Francisco, George W. Libbey has a large contracting and house-building business in

OF STOCKTON SPRINGS

Minneapolis, Minn.; Cassius C. Roberts is connected with the Chicago, Ill., post office, and Elias D. Libbey has revived his military knowledge in his adopted State, being Adj. Gen. of Minnesota.

The merchants of the present day are J. G. Lambert—Dry and Fancy Goods; W. J. Creamer—Dry Goods, Millinery and Ladies' Suits; J. M. Ames Co.—Groceries, Provisions and Crockery; Goodhue & Co.—Hardware, Stoves, Tinware and Furniture; M. R. LaFurley—Groceries and Provisions; B. B. Sanborn—Clothing, Gents' Furnishing Goods, Boots and Shoes; Frank Young—Meat Market and Vegetables; Walter F. Trundy—Fancy Goods and Notions; and B. F. Cox, Jeweller.

At Sandy Point Frank S. Harriman has a general store, and Melvin H. Grant is also in trade there.

Mr. Herbert L. Hopkins is a hustling, general-business man at the village, dealing in hay, wood, coal and various other things. In 1906 he built a large block near the foot of Church street, which con-

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tains the present post office, (the finest in Waldo county, it is claimed,) the Stockton Springs Trust Co., many offices, including the Telephone rooms, and two living tenements, the last on the third floor. Town water, steam heat and fire escapes render this a desirable building in which to locate, either for business or a home.

One young townsman, very active in mercantile pursuits, Mr. Elvin F. Staples, died in the height of his business career in 1905—a loss to the community of workers. Messrs. Willard M. Berry and Edward H. Doyle conduct a large “Livery Stable” at the stable connected with the hotel, “The Stockton.”

Mr. John E. Lancaster is proprietor of an abundantly equipped “Livery Stable,” on his own grounds—East Main street.

Mr. John McLaughlin runs two comfortable carriages, as “ten-cent” teams—public conveyances for the accommodation of the village people.

E. M. Lancaster & Sons (Josiah L. and Pierce D.) are “Contracting House Build-

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ers and Architects'' in town, who are usually busy.

George Weymouth is a "Contractor and Builder," located on Depot Ave.

Mr. A. A. Beaton is the only attorney in town. He came from Rockland in 1907. His office is in Hopkins' Block, Church street.

For all telephone conveniences outside the homes—long or short distance—the citizens go to the main office in Hopkins Block, managed by H. L. Hopkins and H. R. Hichborn.

The Telegraph Office is conducted by Mrs. Addie S. Dickey, who has long served most acceptably at that post.

In March, 1905, the Stockton Springs Trust Co. was incorporated. In the spring of 1907 it was organized, with the following officers: H. R. Hichborn, President; L. P. Lawton, Cashier. Executive Board: H. R. Hichborn, A. M. Ames, S. B. Merrithew, H. L. Hopkins and Edwin G. Merrill. Here complete facilities are of-

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ferred for handling all banking business. In the Savings Bank department it pays four per cent. interest. This is the first institution of its kind in town. A Savings Bank was established in the olden days of prosperity (in 1868) but the charter was relinquished in 1876. This was located in one portion of the office of Hon. N. G. Hichborn—there being no other available room. Capt. Alexander Black was President, with Capt. Lewis M. Partridge as Treasurer.

Mr. J. H. Wardwell is the village news dealer. His rooms are in a section of B. B. Sanborn's building, on East Main street. He supplies all leading daily papers, periodicals and books, ordering whatever may be wanted outside his stock.

The only hotel in town was opened in 1849, by Stephen Cleaves, who was for many years the proprietor of the "Cleaves House" and livery stable. A frugal, honest and obliging landlord, a good citizen and neighbor, he accumulated a competency, in a strictly temperance "public house." The same hostelry, remodeled

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and owned by a recent purchaser, F. W. Collins, still serves the traveler, being acceptably managed by the present leasees, Worcester Bros.

Pownal Lodge, F. & A. M., has been in a flourishing condition for many years, having been established in 1863. The present Worthy Master, Albert M. Ames, is a 32-degree Mason.

This Lodge was named in honor of the Colonial Governor, Thomas Pownal, of Massachusetts Bay Colony, under whose auspices the first settlement was made in the Penobscot valley—at Fort Point. He was a person of marked literary ability—the author of many books, several pertaining to Colonial Institutions—and the first Englishman to announce, in 1777, “England’s sovereignty over America is gone forever.” He was the first member of Parliament to bring in a bill for “Peace with the Colonies.” He had opposed parliamentary taxation of the Colonies, from the beginning of the discussion of the project. He contended that Americans had equal constitutional rights with the English, in England, while Colonists. “He is

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renowned for being the first Englishman, of education and influence, who devoted his entire life to the amelioration of American political conditions." He was a close friend of Benjamin Franklin. By some, *Pownall* is thought to have been "Junius."

Thus Stockton's Masonic Lodge perpetuates the name of one of the staunchest friends of America, in those early days, when such unflinching support caused almost ostracism in England.

The auxiliary Masonic body, Bethany Chapter, Order of the Eastern Star, was constituted in 1901, and has been very prosperous. The present Worthy Matron is Mrs. Marietta D. Fletcher, and Mr. A. A. Beaton—a 32-degree Mason,—holds the present post of Worthy Patron.

The Current Events Club—a ladies' literary association—was organized in 1895. This belongs to the "State Federation of Women's Clubs;" and, though not large, has continued in active operation, holding its meetings fortnightly through nine months of the year. The President is now

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Mrs. Estelle B. Crosby; Vice President, Miss Leora Partridge; and Secretary, Miss Mary Hichborn.

The Ladies' Aid Society, instituted in connection with the Universalist Church, in 1904, holds regular sewing circles each fortnight; arranges a series of socials, entertainments and suppers each winter; and has a "Sale" of fancy-work, aprons, etc., during each summer. The ladies are enthusiastic, untiring workers.

In 1905 the Young Ladies' Guild was organized among the unmarried portion of the parish of the Universalist church; and earnestly and assiduously those willing workers have arranged "Sales," "Socials" and other means of raising money, for various parish purposes.

The commission of Justice of the Peace has long been held by S. A. Rendell and J. G. Lambert, and recently F. L. Marston and S. B. Merrithew have been added to that number, with the latter's partner, A. M. Ames, as a Notary Public.

Capt. Lewis M. Partridge for years acted

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as a legal advisor, after retiring from sea-going; but has given up active business because of ill health.

In March, 1905, a charter was obtained for a Water Supply Company for the town. Various sources were examined—water analyzed, distances calculated, etc.—and a decision reached in favor of Boyd's Pond, (sometimes called Half Moon Pond) situated in Frankfort and North Searsport, which was promptly secured, the water being pure (furnished from springs in the bottom) and the elevation sufficient to bring the water, by force of gravity, into the buildings of the whole town, excepting upon the very high hills.

In 1906 the company was organized and C. N. Taylor of Wellesley, Mass., employed to furnish all necessary equipments. Soon various Italian bands were digging trenches and laying big "mains" to the town line, and the reservoir, located on Church street, near the John Merrithew house. Later "mains" were carried through each village street and on to Cape Jellison, to the big piers of the N. M. S. R. R. Then came the putting in of

OF STOCKTON SPRINGS

pipes to the residences and stores—the water being abundant, clear and entirely soft—until nearly all the houses are supplied—in 1908—with “town water,” at reasonable rates. Mr. Frank H. Jackson is the agent for the Company and also the Chief of the town “Fire Department.” A fine hose carriage, fitted with excellent linen hose has been purchased and a new building, for housing these fire fighting apparatus, erected on the back of the Universalist Church lot, on Church street.

Insurance rates have dropped very appreciably, since the providing of many hydrants along the streets, brings rushing water—sufficient to tear shingles from the roofs, when given full headway—when the hose is coupled to the openings. This protection creates a feeling of security among property holders. In each trial, the means have proved adequate to the demand.

Early in 1905, Mr. Frank L. Marston—a competent Civil Engineer and Surveyor—came from Bangor and opened an office in town. He has been generally busy.

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He is now occupying rooms in the Sprague Block, corner Main and Church streets.

In 1907, a Gentleman's Club—The Wassaumkeag—was organized, with a good-sized membership, including many leading citizens of the village. This association leases rooms—a pool, reading, and general assembly, with coat room—in Sprague Block; and, through the winter, fortnightly “Ladies’ Nights” have been observed, forming a pleasing social feature in the village life. Dr. C. E. Britto is President. No gambling, liquor drinking or profanity is permitted within the rooms.

Capt. Charles E. Park has well appointed undertaking rooms, furnishing all modern necessities, embalming included, for such occasions.

Dr. G. A. Stevens is proprietor of the drug store—the only one in town—situated on the ground floor of Masonic Block—a large building erected in 1884 by the Masonic fraternity. The third floor is the Lodge room—with ante-rooms—and half the second floor is used as a banquet hall and necessary small kitchen. Dr.

OF STOCKTON SPRINGS

Baker—a dentist from Winterport, who is in town each Tuesday—occupies two rooms on the front of the second floor in this building.

Mr. Levi S. Griffin has a “barber shop” in a corner room on the first floor in Masonic Block. Others have come and gone, but none have supplanted him in that line.

Messrs. Frank H. Cousens, Frank V. Davis and Simeon F. Ellis are the successors of Messrs. John Davis, Nathan N. Martin and Freeman F. Goodhue in the general painting and paper hanging business; and their services are in great demand through the summer months.

The first post-office, within the present limits of Stockton Springs, was established at Sandy Point in 1795, with Benjamin Shute as Post Master. He was followed by Samuel Shute, Zetham Shute, Nathaniel Stowers, John C. Stowers, James P. Stowers, Alexander Black, Orrin Wardwell, Miss Emma J. Black, Orrin Wardwell (a second term), Charles Snow and the present incumbent, Mr. Frank S. Harriman, who has acceptably served the citi-

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zens for eleven years. Mr. Nathaniel Stowers was the post-master when Stockton was incorporated, and for many years after.

Among Stockton's residents, who were "Town Officials"—Treasurer and Selectmen—previous to the separation from Prospect, we find the following names: James Blanchard, Paul R. Hichborn, Nathaniel Stowers, Ira Blanchard, John Griffin, Zetham F. Shute, Willard Mudgett, Jeremiah Grant, John W. Mudgett, Benjamin Shute, Zetham French, Joseph P. Martin, Henry Black, Samuel Shute, James Black, Jonathan Dow, Ezra Treat, William French, Thomas Partridge, Henry Hichborn, Joseph Ames, Giles C. Grant, S. I. Roberts, Alexander Staples, Thomas Blanchard. Many of these served several years, in one or the other capacity, some being the older men in active life when the division was made.

In 1857, Mr. J.B. Frye moved his family from Belfast to Stockton, and was for years the principal contracting mason and brick-layer in town. This family (three



PROMINENT BUSINESS MEN OF STOCKTON SPRINGS.

- | | | | |
|-----------------------------------|--------------------|----------------------------|----------------------|
| (1) Albion Goodhue. | (4) L. A. Gardner. | (7) Herbert L. Hopkins. | (10) R. L. Mudgett. |
| (2) G. A. Stevens, M. D. | (5) J. G. Lambert. | (8) J. H. Wardwell. | (11) W. F. Trundy. |
| (3) Bion B. Sanborn. | (6) W. J. Creamer. | (9) C. Edward Britto, M.D. | (12) Albert M. Ames. |
| (13) H. R. Hichborn, Post Master. | | (14) J. A. Peirce, M. D. | |

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sons and a daughter) was the only one of that name within the limits of Stockton Springs. But one member, Mrs. S. Frances Bridges, is now a resident of the village.

Mr. G. M. Simmons moved to South Prospect (as what is now Stockton Springs was then called) in 1850 and was the proprietor of the only Tailoring Establishment in the village for many years. His highly respected family is the only one bearing that name in town. Only his widow and three daughters survive him—a man always ready, by vote and act, to uphold temperance, church, schools and Republican principles, in his adopted town.

Messrs. Charles. H. Gilman and William Staples were the village expressmen for many years; and almost every active adult of to-day, remembers the frequent “rides” in childhood’s days, upon “Uncle Billy’s” cart. A lover of children, he was beloved by them. The expressmen of the present day are C. N. Fletcher, William Smith and Fred Grant.

In 1852, Ralph Morse came from

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Lincolnville and became a permanent resident, marrying a daughter of Sewall Gilmore, and being, to-day, one of the few retired sea-captains, among the Stockton inhabitants, who, after sailing "big ships" to all maritime cities of the Globe, lives to see the evidences of future growth in his adopted home, carried forward by younger hands aided by his suggestions and assistance. His help is never withheld from any good cause or public work.

Mr. Joseph W. Thompson came to make his home permanently in town in 1848, marrying a daughter of Mr. A. J. Biather. He was born in Boothbay, but gave the attachment of a genial nature, devotedly to his manhood's home, becoming one of its prominent citizens. He was a contractor and house builder, doing much work in Portland and St. John's, N. B., as well as within the town, particularly in erecting "cottages" for summer guests, at Fort Point,—quite a resort for visitors since 1870. He was many years a Justice of the Peace, marrying numerous couples, during the sixties. His family alone bears that

OF STOCKTON SPRINGS

name in town to-day. Children and grandchildren are in Massachusetts.

Among those who have represented Waldo County in the State Senate, we find the following Stockton residents: Hons. N. G. Hichborn, Henry McGilvery, B. M. Roberts, C. S. Fletcher and C. C. Roberts. And among the members of the House of Representatives are Henry Hichborn, Nathaniel Stowers, S. I. Roberts, Henry McGilvery, C. S. Fletcher, B. M. Roberts, S. A. Rendeli, J. W. Thompson, N. G. Hichborn, William Smith, Alexander Black, Ezra B. Marden, Everett S. Grant, J. French Hichborn and Alfred Black.

“The Village Blacksmiths” have been, beginning with the first upon the territory, Messrs. Robert McGilvery, John Farnham, Isaac Phinney, Samuel H. West, Frank E. West, Silas Trundy and Adiran Trundy, with James Bunker, Charles Bridges, William Westcott, David Chase and Livingston Hall as “ship’s blacksmiths,” in the various shipyards throughout the town.

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Dr. D. S. Woodman of Gardiner came from what is now Prospect, to reside in the then growing village of South Prospect, remaining the only resident physician in town, from 1845 to 1859, when he moved to Boston and engaged in the drug business.

Dr. P. S. Haskell of St. Albans purchased his practice, remaining here from 1859 to 1879, when, because of failing health, he sold his business to Dr. A. S. Bird, and moved to St. Paul, Minn.

Dr. Bird of Portland was in town from 1879 to 1888, when he—a graduate of Harvard College, and of Columbia College, Medical School of New York City—removed to New York, where he is now a distinguished surgeon and specialist.

Dr. J. A. Pierce of Winthrop located in town in 1875, and is still here; but living at Sandy Point village since 1907, attending his old patients from there.

Dr. G. A. Stevens of Troy took the patients of Dr. Bird, settling here in 1888, and being still the trusted medical adviser of many of the town's citizens. He

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occasionally spends a winter in Florida, where he owns a fine place.

Dr. J. S. Cole moved here from Swanville in 1895 and still resides at "Lowder Brook"—himself an invalid, at present.

Dr. C. E. Britto, the first homeopathic physician to locate here, came from Rockland in 1906 and has a good practice throughout the town.

Dr. Boyde of Monroe settled in the village in 1885 and died here in about three years—a young man much liked by his patients.

Dr. P. G. Henderson located in town in 1867 and in 1872 moved to California.

Two Revolutionary soldiers sleep within Stockton soil: One, Robert Hichborn, a member of the Boston Tea Party, The Sons of Liberty, of Boston, and a 1st Lieut. in the Continental Army—and another, Joseph P. Martin, who came to Maine (then a province of Mass.) soon after the end of that great conflict. He was for twelve years one of the Selectmen of the old town of Prospect, and town clerk for many years. His grave is in the Sandy

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Point cemetery. Robert Hichborn is buried in the Cape Jellison yard—Mount Recluse.

As "Town Clerks," we find from the town records the following: C. S. Fletcher, 1857-58; S. A. Rendell, 1859; C. S. Fletcher, 1860; Henry S. Staples, 1861-63; George W. Libbey, 1864-66; Freeman Goodhue, 1867; F. W. Fowler, 1868-69; Edward L. Segar, 1870-71; J. G. Lambert, 1872-73; John W. Mudgett, 1874; J. M. Lafolley, 1875-78; John W. Mudgett, 1879-82; J. G. Lambert, 1883-84; A. S. Bird, 1885-87; S. B. Merrithew, 1888-95; W. M. Berry, 1896-99; Fred B. Clifford, 1900-1905; Walter F. Trundy, 1906-1908 and still holding the office.

The "Town Treasurers" have been Messrs. Ira Blanchard, True Green, Sebra Crooker, Ezra B. Marden, Stephen Cleaves, Joseph Segar, Otis Harriman. Warren F. Griffin, Charles S. Rendell, J. G. Lambert, Albert C. Colcord and Ralph Morse.

The "Selectmen and Assessors" have been Messrs. Nathaniel Stowers, S. I. Roberts, Oliver Fletcher, C. S. Fletcher, Otis Harriman, James L. Griffin, J. W.

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Thompson, J. M. Grant, Levi Staples, Nathaniel Clifford, Alexander Staples, Jr.; James Crocker, Alexander Black, J. G. Lambert, Alvah Mudgett, J. H. Whitmore, Harry Harriman, E. H. Crocker, James A. French, S. B. Littlefield, James B. French, Isaac H. Griffin, Robert S. Small, H. E. Shute, Cassius C. Roberts, F. J. Marden, Levi Staples, J. W. Staples, F. S. Harriman, W. Partridge, C. W. Parsons, W. L. Staples, William Smith, F. L. Blanchard, H. M. Griffin, O. C. Wardwell, T. P. Clifford, J. French Hichborn, Edwin Berry, Albert M. Ames, E. A. Partridge, John E. Lancaster, F. F. Crockett, E. C. Berry, Maitland R. LaFurley, Simeon B. Merriethew, I. R. Harris, E. G. Clifford, L. F. Murray, H. M. Clifford, Charles Kneeland, A. A. Beaton.

Those who have acceptably served "Uncle Sam" and the Stockton public as post-masters are—beginning with the first in this section (South Prospect then)—N. G. Hichborn, C. S. Fletcher, John Griffin, Willard M. Griffin, J. F. Frye, John M. Ames, Lewis Snell, B. M. Roberts, Rufus L. Mudgett, and the present incumbent of the

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responsible position, H. R. Hichborn. In July 1907 the post-office became a Presidential office, paying a salary of \$1,200 annually. Two R. F. D. routes run from this office, the "Carriers" being Capt. Horace M. Griffin and Mr. Leroy Nickerson. This has been a "Money Order Post Office" since 1880.

CHURCHES AND SCHOOLS

FROM an old record we exactly copy the following: "The First Baptist Church constituted on Prospect" (now Stockton Springs) "territory, August 1817, which consisted of nine members, viz. Rev. Thomas Merrill and wife, Barroch Ellis and wife, William Rendell and wife, Mrs. Desiah Hichborn, widow, Huldah Crockett and Mrs. Mary Staples." This old parish record continues: "In 1818 Sally Staples was added by letter and Lucia Rendell by letter. In 1819 Nancy Rendell by baptism, Mark Dwolly by baptism and John Day by letter.

"July 1820 excluded Barroch Ellis for difficulties between him and Sister Huldah Crockett and for reporting false stories about the church. Saying he neither would acknowledge nor receive any dictation from the church. In September 1820 received Daniel Putman and wife by letter.

"In July 1821, chose William Rendell and Daniel Putman as Deacons.

"In August 1821, excluded Charity Ellis from the church for upholding her husband in reproaching the church and making hard speeches about it herself, and forsak-

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ing the church and neglecting to meet with the members on Conference or Lord's Day.

"In 1822, chose William Rendell," (the father of Samuel A. Rendell, prominent in our village life,) "church treasurer.

"November 10, 1824, Rev. Thomas Merrill deceased.

"In January 1826, chose William Rendell church clerk. March 11, 1826, received Silas Putman and wife by letter. May 7, 1826, received Henry Hichborn by baptism and Sisters McGilvery and Mary Kneeland by baptism. July 22, 1826, received Charles Bickmore by letter. July 23, 1826, received Sisters Betsey Grant, Betsey Mossman and Eunice Herriman by baptism. In July 1826, received Mary Sargent, who withdrew from the Methodist church on account of principles she could not be in unison with. July 30, 1826, received Mary Spencer and Betsey Lancaster by baptism.

"In September 1857, met in church meeting to settle difficulties with Deacon Putman for tattling and back biting.



(1) Masonic Block, Main, corner of Sylvan Street.
 (3) Congregational Church, Sandy Point Village.

(2) Universalist Church, Stockton Springs Village
 (4) Hopkins Block, Church Street.

Photographs by H. D. Hieborn

OF STOCKTON SPRINGS

Deacon Putman acknowledged he had talked reproachfully about Elder Samuel Allen; but justified himself.

"Oct. 14, met in church meeting according to appointment. Deacon Putman was not present, adjourned to Nov. 11. Met according to our appointment, Nov. 11, Deacon Putman not present. Passed a vote to disapprove of Deacon Putman's conduct and chose Brother Henry Hichborn to go and talk with him, and adjourned to Dec. 9.

"In Jan. 1827, selected Brother Henry Hichborn to be Deacon, for his high character, and disciplined our Deacon Putman for reproachful talk and action."

This bears evidence to the strict discipline maintained in this first church upon Stockton soil.

Soon after the organization of this Calvinistic Baptist church, a Free Baptist society was established in the neighborhood, the discussions of the relative merits of "foreordination" and "free will," running high between the respective holders of the

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two creeds. A union church was built at the corner of the present East Main and Mill streets, in which itinerant preachers of both denominations ministered at intervals to the inhabitants.

In 1839, a Congregational church was dedicated at Sandy Point, with Rev. James P. Stone as resident pastor, and Nathaniel Stowers and Samuel Blanchard as deacons.

The following ministers have served this parish: Revs. Samuel Bowker, Joseph Freeman, Samuel Hopley, James R. French, Thomas L. Ellis, Hiram Houston, Joseph Kyte, Herbert R. Howes, Benjamin B. Merrill, Arthur W. Main, D. W. Hardy, William H. McBride and Thomas H. Derrick. The Bangor Theological Seminary furnishes many students who fill this pulpit to-day, in the absence of a settled pastor.

In 1840 the first Universalist church in town, was erected at Sandy Point, on a lot adjoining that of the Congregational parish, this contiguity of location in no degree softening the asperity of feeling harbored by the respective members of these houses, dedicated to God. In those

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days of stern creeds and intolerant prejudices, the Evangelical society termed the Liberal church "The D—l's home." Seventy years has changed all that!—As a pastor for the Universalist band of worshipers, Rev. Jerome Harris of Lowell, Mass., came from Edington in 1843, remaining until called to the village church in 1846. Revs. Mr. Chandler, Hodgeson, Gibson Smith and Byram succeeded Mr. Harris at Sandy Point, until, many of those deeply interested in the cause, either moved to the growing village or connected themselves with the flourishing parish established there; and in 1868, services were discontinued, and, later, the church edifice was sold and converted into a dwelling house.

The two Baptist church members, in what is now Stockton Springs village, followed Rev. James McFarland, when, he "having been converted" to Universalism, preached his new faith to them, in clear, powerful sentences, answering carefully every question raised and expounding the scripture to their satisfaction, so that, gradually, all became believers in the ulti-

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mate salvation of all mankind; and called Rev. Jerome Harris from Sandy Point, as before mentioned. A man of rugged character, strong intellectual capacity, fine education and thorough knowledge of all denominational matters, he impressed his unfaltering faith, in the "Fatherland of God and and Brotherhood of Man," upon the community almost to a man.

During his long pastorate in town—twenty-five years—a large church was built—in 1853—of which Alfred Biather of Boston was the architect, and S. A. Rendell, of this town, the builder. This house of worship was eventually supplied with a large pipe organ, a fine furnace and a suitable chandelier, the latter a gift from Walsh and Carver of New York,—a firm doing a large amount of business with our maratime people.

In 1869 Mr. Harris resigned and was succeeded by Rev. Wellington Sisson, of Friendship, N. Y., who, after a three years' pastorate, returned to his native town—forced to relinquish preaching, because of ill health—and soon died of pul-

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monary consumption. After that the village pastors were the resident Universalist ministers of Belfast—Revs. S. Goodenough, F. W. Payson, Miss Myra Kingsbury, C. H. Wells and A. A. Smith, with H. W. Blackford, a student of Tufts Divinity School, for two summers, and H. A. Markley, from the same college, for one season—until Rev. H. E. Rouillard was settled, as a permanent pastor, Dec. 1, 1906, and is still among the citizens.

In 1906 a Congregational church was organized in the village; and Rev. M. G. Mann, general missionary of the Maine Congregational Missionary Society, was sent to forward the interests of the new church. After a year he was followed by Miss Wherrett, who now ministered to the parishioners, holding regular services in Hichborn Hall.

At Cape Jellison, Rev. Mr. Corson, for years in the employ of the Maine Bible Society, has carried on religious work for three years. A tent was used the first summer; but in 1906 Bethel Chapel was erected, in which Y. M. C. A. work is at-

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tempted; and Sunday and week-night services, of an Evangelical type, held regularly.

Those early settlers, like all pioneers, gave what attention was possible to education; but, amid the often cruel necessities of struggling for daily food, but small sums could be devoted to hiring teachers. As late as 1824 we find the following receipt and bill given:

“Prospect, Aug. 17, 1824. Received of Samuel Shute, thirteen dollars and fifty cents, for teaching school twelve weeks, in District No. 6.

Mary Y. Clifford.”

And another reads:

“School District No. 3, Dr., To Nathaniel Stowers, for teaching school three months, at fourteen dollars per month—\$42.00. Prospect, March 1824.

School Agent, Alexander Staples.”

The compensation seems ridiculously inadequate, in comparison with present salaries, paid instructors. Among the earlier teachers, we find Samuel Heagan, Nathaniel Stowers, Truman Merrill, James

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French, John Fayles, N. G. Hichborn, Giles C. Grant, B. M. Roberts and Nathan Martin.

In 1855 a comodious school house, containing three well furnished and equipped school rooms, was erected at the village; and excellent teachers—among them Stephen Littlefield, Cyrus Warren, Charles Grove, Edward Simonton, Benjamin S. Grant, John W. Freese, M. P. Frank, J. M. Payson, Ralph Bragg, J. F. Frye, and A. A. Jackson in the “higher school;” and the Misses Easter Fletcher, Lizzie S. Pitcher, Sarah Staples, Mary Stowers, Wealthy Dow, Nellie Stevens, Mary Lufkin, Marie Friend, Lillian A. Simmons, Hattie M. Cole and many others, in the “summer terms”—trained the youths and maidens of the growing village.

A little later, a good sized school house was built at the smaller village of Sandy Point, having a school room on the first floor and hall above.

In the several smaller “districts” comfortable quarters for all scholars were provided; and for years the merry children of the thriving town filled every seat.

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After the decline of shipbuilding—the town's only industry—the consequent decrease in population, reduced the number of children year by year.

The scholars in the village alone, fell from two hundred to fifty, with a growing evidence of farther diminution rather than an increase. Several schools in town had been discontinued, the number of pupils falling below statutory requirements. Thus the educational possibilities of the town became less and less, the taxable property decreasing in valuation and the State "mill tax" becoming annually a smaller sum.

The various School Superintendents—among them, Rev. Jerome Harris, Mr. Nathaniel Stowers, Mr. N. G. Hichborn, Mr. Nathan Martin, Mr. Watts, Mr. Blanchard, Mrs. Merrill Hichborn, Mrs. Alvah Clifford and Miss Harriet D. Hichborn—in conjunction with their advisory committees, have labored untiringly (following in the steps of their earnest predecessors) for the maintenance of the best grade of school work attainable, under existing circumstances.

With the influx of residents, after the

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opening of the railroad—the Northern Maine Seaport—the increase of scholars was soon apparent. The Cape school house was repaired and the discontinued school reopened; and it is hoped the farther additions, to the population, may render modern improvements continually practical.

The village now has three schools—a primary, intermediate and grammar—with a graded course of study. A regular High school is the next thing needed in this line.

At Sandy Point village a good ungraded school is in session through the school year. Another is maintained at Lowder Brook, at Cape Jellison, at the Narrows and at the “Roberts district.” The present Superintendent of public schools is Rev. H. E. Rouillard, with E. D. Bickmore, L. F. Murray and F. L. Marston as the school committee. All are intent on the gradual betterment of the town’s educational advantages.

THE PRESENT STOCKTON
SPRINGS

“ONE ‘take this’ is better than two
‘thou shalt have.’ ”

Stockton rejoices in having a fine railroad! The future prospects, for increasing business, she views hopefully, realizing that new conditions and facilities require time for the adjustment and establishment of new industries.

In 1906 the anticipations of the most sanguine were verified—often a score of vessels docked together at the Cape Jellison piers, making it lively indeed, in that vicinity and throughout the southern portion of the town.

Strangers of all kinds and conditions filled the streets and business places, bringing the customary attending circumstances, of good, bad and indifferent influences. Yet all were jubilant over the town's wave of prosperity.

Land valuations jumped to a surprisingly high figure—the standard being the price paid by the railroad company, at first; but increasing, as outside persons became more and more eager to invest in Stockton real estate. Many lots were sold

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at what, two years before, would have been considered a lunatic's idea of price.

Several real estate brokers settled in the village; and were apparently busy for two years.

Mr. Charles Emery has now moved to Boston. Mr. W. J. Creamer continues his transactions, in that line, in connection with his mercantile business, at his store on Main St.

Many new buildings were erected in 1905-6 and 1907, the demand creating an incentive, as rents were exceedingly high in the village and at Cape Jellison. At the latter, three good sized "hotels" and a score of dwelling houses were made ready for occupants, previous to the close of 1906; and many others the early part of the following year.

In 1906 an immense "Potatoe House" (for the accommodation of which, the third pier, at Cape Jellison was built) was erected, having all modern conveniences for storing, sorting and handling the tubers, with a long "conveyor" (covered

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passage) along the wharf, through which the potatoes were to be carried to the vessels for shipment.

Many men found employment there; and, in the autumn of 1907, it was expected that more than one hundred persons would be kept busy; but the (previously unheard-of) failure of the potatoe crop in Aroostook county caused financial embarrassment to the proprietors of the enterprise—Messrs. Carter and Corey—compelling them to close their business, at least until the maturing of another year's vegetables—a grave disappointment to many.

The monetary stringency, (seemingly unnecessary in a country full of means) which nearly paralyzed all American business interests last year, made no exception in the case of the new railroad's matters here. Like all such companies throughout the land, a depression was evident in all divisions of the industries. Stockton has suffered, in company with other localities, from temporary stagnation of business; but, since the Presidential

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nominations, there has been an indication of a returning activity. More lumber is being shipped; several foreign vessels have taken shooks and spool-wood to Italy and Scotland, since the opening of the summer. Others are expected to arrive soon for cargoes.

The optimist will eventually win in his contentions. We trust the future.

Stockton has certainly enjoyed an unlooked-for boom.

Did she fully realize what thanks she owed to the astute promoters of the great railroad enterprize? This has brought the town much: it will bring it more!

Two passenger trains daily run from and into the town—an inestimable blessing and convenience—giving the citizens close connection with all points in every direction; and bringing the mails, express packages, etc., while innumerable long lines of freight and flat cars rush over the track day after day—from early till late—hauling coal, phosphate, cement and sulphur into Aroostook Co., brought to the piers by steamers and vessels, and bringing down lumber, for shipment.

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The "coal pockets" are located at Mack's Point, about two miles west from Stockton, in Searsport.

Another large wharf, equipped with all modern conveniences for passenger service, has been completed at Kidder's Point, about one mile from the Stockton line, in Searsport. There the railroad's large electric-light plant is established, which illuminates all their system in this locality, many arc lights being placed on the mammoth piers at Cape Jellison, with scores of incandescent burners, along the line of the various piers and stations.

Tons of earth have been moved—transferred to points needing filling, from the small elevations—until the contour of the harbor side of "the Cape" is so physically changed as to be unrecognizable, to those not familiar with the alterations.

The elevation of the southern end of the "mill bridge," with the placing of the railroad bridge across the mill pond, give an odd appearance to that region. Bran's point is now leveled for a track yard, and the curve in its shore filled for track space.

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In the village the cut twelve feet deep, through which the trains run across Middle St., and the embankment across "ship-yard hollow," change the whole aspect of that once busy locality. This indication of activity is preferable to the crumbling reminders of that long vanished prosperity, however picturesque ruined wharves, decaying logs and tumbled-down steam boxes may appear to the artistic eye.

The incoming and outgoing trains are the greatest changes apparent to the returning sons and daughters of the town. To the welcome sound of the rumbling roar and shrill whistle of the locomotives, the community easily and rapidly accustomed itself. None now think the town could give up the every-day conveniences of the Northern Maine Seaport Railroad.

Fort Point has its usual colony of summer cottagers. Several families from New York and New Jersey own large residences (cottages, so-called) and others from Massachusetts have similar hot-weather homes at that "always cool" location.

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Bangor people have several cottages at that conveniently situated summer resort, although not as many from that city are there, since the burning of the large hotel several years ago.

The "Keeper of the Light Station," at Fort Point is Mr. J. B. Thurston, who has most acceptably filled the post for the past five years. His predecessors (beginning with the earliest) have been Capt. William Clewley, Capt. John Odam, Mr. Henry Stowell, Mr. Hiram Grant and Mr. Webster.

A new industry is just starting in town—a Sardine Factory and general Canning Business—in which many have great hopes, and which all desire to see succeed. Already—July, 1908—the wharf, running from the John Marden shore, near Lowder's Brook, is partially completed and the large building nearly finished, upon a lot given by Mr. George Lanpher, to insure the location of the business in that neighborhood. The J. D. Young Canning Co. is the firm name of this new business association.

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Such as that, and every kind of employment, is the needed element to-day in town. It has been wisely said by the French: "Labor rids us of three great evils—tediousness, vice and poverty."

It is confidently hoped that some of the various enterprizes, contemplating establishing plants here, may become realities.

A United States flag floats from the window of the Deputy Col. of Customs, Mr. Albert M. Ames, at the John M. Ames Co.'s building, Main Street.

Stockton has awakened from her long dreaming. The bow of promise hangs over her.

Other men stand in the arena—business and social—other times and other problems confront them; but we look for the town's prosperity to equal—yes, exceed—the olden days of ship building plants and sea-going. What have the years in store? None can answer.

"For optics sharp it needs, I wean,
To see what is not to be seen!"

Between Stockton and Searsport there should be concert of action, in promoting

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commercial relations and business harmony. The contiguous territory must be benefited, almost equally, by whatever is located in either township. "A long pull, a strong pull and a pull all together" is what is needed to bring full prosperity to these sister towns, after the great advantages accorded them, by the absolute gift, of railroad privileges, from the far-seeing managers of the Bangor and Aroostook Railroads.

Deep water, safe anchorage and an open winter-port were what those efficient business men sought: the accident of location gave those inestimable blessings to Stockton. May she in all things act prudently.

"The imagination gallops: judgment only goes a foot-pace."

ADDENDA.

The name Eben Griffin, on page 7, should be Samuel Griffin. He settled (in 1775) in the eastern part of Searsport, (now Park) his children being Samuel,

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Eliza, Eben, William, Nathan, Peleg, Desiah, Isaac and Jesse.

Eben settled in what is now Park; and Nathan in the present town of Stockton Springs, his family being Peleg, John, Nahum, Nathan, Jesse, Katharine, Desiah, James and Isaac. All resided within their native town, Katharine (Mrs. Joseph Park) being in Searsport, after the division of the original town of Prospect.

Mr. Sewall Gilmore came from Belfast in 1830; married a daughter of Mr. Crawford Staples and was the father of the only family bearing that name within the town.

Mr. Sullivan Patterson came from his native town of Belfast in 1831. He married a daughter of Mr. Paul Revere Hichborn, being the father of the well-known family of sea captains of that name, in Stockton village.

Mr. Albion P. Goodhue moved from Albion, to what is now Stockton Springs, in 1840. He married a daughter of "Master-builder" Sebra Crooker, and eventually became a skillful master builder himself.

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Later his brother, Mr. Joseph Goodhue, and his nephew, Mr. Freeman Goodhue, settled in town. Both married and raised families in Stockton, these three households constituting all of that name within the township.

The name of Staples has been the most frequently heard of any in the village section of the town, the progeny of the two original settlers, John and Miles, being numerous. Mr. Crawford Staples—a son of Miles—being the first white child born within the limits of Stockton, was one of the most prominent citizens of the town, in the early part of the last century. Messrs. Alexander and Henry Staples (two brothers) were prominent residents of the village previous to 1860, children and grandchildren, of the former, being still influential citizens of the village.

Mr. William Dickey and wife—Eleanor (Wilson) Dickey—moved here, from Londonderry or Windham, N. H., in 1785, settling at Lowder's Brook, on the neck of Cape Jellison. Their many children, grandchildren and great grandchildren

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have carried their name from the Atlantic to the Pacific oceans.

In that family connection, one daughter by marriage, Mrs. Polly (Lancaster) Dickey reached the advanced age of one hundred and three years, retaining her faculties wonderfully, until very nearly the end of her peaceful, quiet life. She had lived in two states, three counties and five towns, without once moving.

Hersey Retreat (the property of the Universalist Sunday School of Bangor, bequeathed to that body, with a sufficient sum to support it, as a regular summer resort for the children by the late Gen. S. F. Hersey, of that city) and Alumni Camp (owned by the Alumni Association of the Eastern State Normal School, situated in Castine,) are both located at Sandy Point, on the point long owned by Mr. Robert French—a charming spot.

ERRATA.

On page 22, line 17, read 1858 for 1853.

On page 37, line 21, insert among the

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“Stockton’s Master Mariners,” Jeremiah Mudgett.

On page 39, line 3, read interested for interesting.

On page 83, line 7, substitute Grant for Griffin.



